

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, DECEMBER 18, 1858.

Second Quarto Series, Vol. XIV., No. 51.---Whole No. 1,183, Vol. XXXI.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

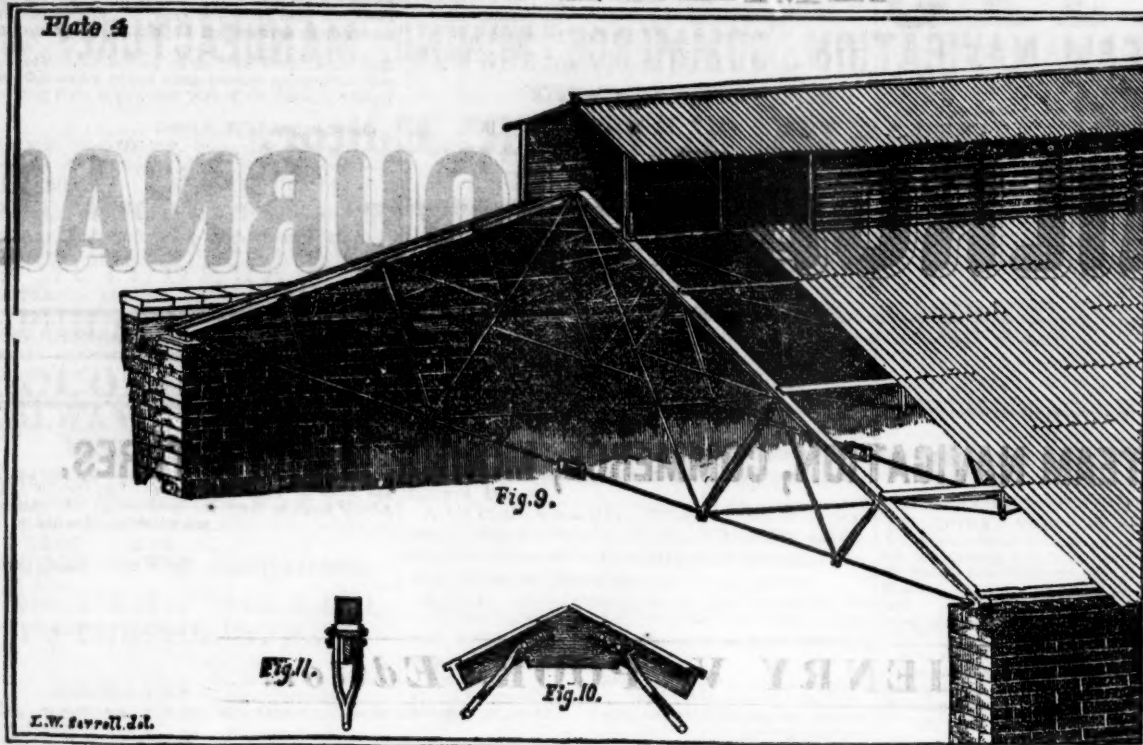
JOHN H. SCHULTZ & CO.

Front Room, Third Floor,

No. 9 Spruce Street.

ROOFING.

Plate 4



THE subscribers, manufacturers and importers of PATENT GALVANIZED TINNED IRON, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance. The advertisers can refer particularly to Roofs they have

erected in the New York Navy Yard, also to that of the New Jersey Railroad and Trans. Company, Jersey City. In Great Britain it is used at all the railroad depots and navy yards in enormous quantity. The corrugated sheets, as on the above iron framed roof, are equally suited to lay upon wood framing, either straight, or curved.

Plain sheets are prepared to lay on boarded roofs (such as have had tin coverings) by making a flute on the side so as to fasten to a wood roll, reaching from ridge to eaves and placed between each tier of sheets, see figs. 6 and 8 below. The transverse joints are secured as shown by fig. 7.

Estimates and designs for Buildings and Roofs, &c., &c.

Fig. 6.



$\frac{1}{2}$ full size.

Fig. 7.



$\frac{1}{2}$ full size.

Fig. 8.



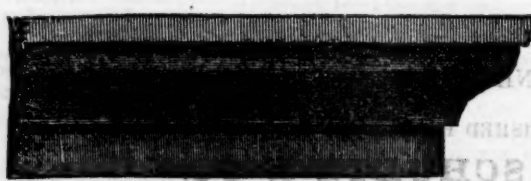
$\frac{1}{2}$ full size.

Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.

TELEGRAPH AND FENCING WIRE,
LIGHTNING RODS.

BLACK SHEET IRON
CORRUGATED.

SHIPS' IRON WORK,
SPIKES, NAILS, &c., promptly galvanized.



MARSHALL LEFFERTS & BROTHER,
No. 57 Beekman st., NEW YORK.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES

HENRY V. POOR, Editor.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIV., No. 51.]

SATURDAY, DECEMBER 18, 1858.

[WHOLE No. 1,183, VOL. XXXI.

Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, London, are the authorised European Agents for the Journal.

PRINCIPAL CONTENTS.

La Crosse and Milwaukee Railroad.....	801
Baltimore and Ohio Railroad.....	801
Second Avenue Railroad.....	802
New York Central Railroad.....	802
Georgetown (S. C.) Railroad.....	804
Finances of the United States.....	804
Report of the Secretary of Interior.....	805
Postmaster-General's Report.....	805
Railroad Earnings.....	807
Ohio and Mississippi Railroad.....	808
Illinois Central Railroad.....	809
Long Island Railroad.....	809
Illinois State Debt.....	809
Chicago, Iowa and Nebraska Railroad.....	810
Railroad to New Orleans.....	810
Marietta and Cincinnati Railroad.....	810
Wisconsin.....	810
Southern Pacific Railroad.....	813, 811
Journal of Railroad Law.....	811
South Side Railroad.....	812

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 18, 1858.

La Crosse and Milwaukee Railroad.

The receipts of this road for the thirteen months ending Nov. 1st, were \$514,334 42; expenditures, \$235,049 54—net earnings, \$279,284 88—which the *Tribune* says is not sufficient to pay the interest on the Land Grant Bonds alone. The following are the figures:

	Receipts.	Expenditures.	Net Earnings.
Oct., 1857 ..	\$46,352 18	\$15,781 89	\$30,570 29
November ..	33,476 55	13,778 30	24,698 25
December ..	23,876 92	13,723 61	15,153 31
Jan'y, 1858.	24,236 17	11,730 25	12,505 92
February...	20,035 38	9,864 20	10,171 18
March.....	26,264 56	13,341 68	12,922 88
April.....	33,690 49	14,538 47	19,152 02
May.....	42,379 43	16,511 44	25,867 99
June.....	43,875 54	20,485 81	23,389 73
July.....	47,609 01	22,437 58	25,171 43
August....	37,682 12	24,051 71	13,630 41
September .	63,301 55	26,181 24	37,120 31
October....	61,554 52	32,623 36	28,931 16
Total..	\$514,334 32	\$235,049 54	\$279,284 88

Baltimore and Ohio Railroad.

We gave last week an abstract of the report of the President of the Baltimore and Ohio Railroad. This week we give those of the Master of Transportation, Master of Road, and Master of Machinery. As the President's Report gave a general statement of the operations of the Road, we shall only notice such features as were omitted in that.

The report of the Master of Transportation gives full details in regard to the earnings, expenses, and operations of the Road. The earnings from different sources were as follows:

MAIN STEM—Passengers....	\$681,878
Freight, &c....	3,174,608
WASHINGTON BR.—Passengers....	\$345,367
Fre't, &c....	124,056
N. W. VIRGINIA—Passengers....	\$41,040
Freight, &c....	206,974

Revenue from all sources..... \$4,573,913

WORKING EXPENSES.

Main Stem (65-63 per ct.)....	\$2,531,199
N. Western Virginia (102-12 per cent.).....	253,252
Washington Branch (43 per cent.).....	202,454
Total expenses.....	2,986,905

Net earnings..... \$1,587,008

The whole number of tons of merchandise transported on the Main Stem during the year was 800,589—being 94,812 less than the previous year; on the N. W. Virginia Road, 99,449; on the Washington Branch, 82,591—making a total, after deducting the amount returned twice, of 892,249 tons. The through tonnage eastward has been 170,084.

The through tonnage westward (exclusive of iron) to Wheeling, Benwood and Parkersburg for the year, has amounted to 54,779 tons, which is 292 tons more than the previous year, and yielding a revenue of about \$430,000, or some \$40,000 less than for the year previous.

The entire through tonnage east and west for the past year has been 224,863 tons, or 49,852 tons more (exclusive of pig iron to Wheeling) than for the year previous.

In this connection, the following table, showing the amount of freight transferred in each direction by this Company at Benwood, to and from the

Central Ohio Railroad, during the past year, may prove interesting:

Statement of No. of Tons of Freight transferred East and West at Benwood from 1st Oct., 1857, to 1st Oct. 1858, with cost of Transfer.

MONTH.	From the East.	From the West.	Total Tons.	Ex-penses, ton. cts.
1857.				
Oct....	3,563,891	9,423,830	6,494	\$2,932 45
Novem..	1,526,547	11,381,170	6,453	2,632 40
Decem..	1,827,994	12,860,571	7,344	2,463 83
1858.				
January	1,557,125	9,251,852	5,405	2,233 41
Feb....	3,620,589	10,101,747	6,862	2,144 31
March..	5,475,610	14,758,367	10,110	2,694 26
April..	4,074,045	16,655,700	10,365	2,671 25
May....	2,676,124	7,428,845	5,052	2,369 46
June...	1,666,124	3,991,055	2,829	1,980 70
July....	3,324,833	5,747,469	4,536	2,129 46
August..	8,746,953	12,358,481	10,552	2,569 24
Sept....	9,022,015	17,758,659	13,390	3,425 25

47,081,050 131,717,746 89,397 30,241 334 (av.)

The number of through passengers was 35,051 of whom 21,417 went westward and 13,636 eastward. The coal tonnage has been as follows:

From Fairmont.....	2,704
" Newburg.....	25,812
" Piedmont.....	244,240
" Cumberland.....	105,532

378,288

being a decrease of 197,319 tons over last year.

The number of barrels of flour brought to Baltimore was as follows:

Over Main Stem and N. W. Virginia....	986,001
Over Washington Branch.....	18,592

1,004,594

showing an increase of 194,080 barrels over the previous year. 370,617 barrels were reshipped as follows:

To New York.....	125,285
To Boston.....	65,148
To Providence.....	17,705
To Philadelphia.....	162,509

370,617

No very full or encouraging report is made of the operations of the North-Western Virginia R. R. The hope is expressed that it will soon prove valuable and remunerative.

The Washington Branch shows an increase of earnings over last year of \$14,963.

The report concludes with a proper acknowledgment of the services of the Company's employees, and the following general remarks:

Whatever may prove the results to the Company of the fiscal year upon which we have just entered, there is abundant cause for hopefulness in respect to the ability of the road to meet any probable demand upon it, in the way of business. With its present excellent track and full equipment, it is believed to be prepared for the prompt movement of a very large increase upon the trade and travel of any previous year in its history.

Very full and elaborate tabular details of the business of the Road are appended to the report—showing the whole movement alike of passengers, and freight.

The charge against the Road department for the year amounts to \$829,143—an increase over last year of \$247,164. This amount was expended as follows:

Maintenance of Road..	\$50,554	\$133 03 per mile
Renewal of Ballast...	30,081	53 85 "
Repairs	748 558	1,311 17 "

MAINTENANCE OF BRIDGES.

Repairs and Rebuilding.—This account is charged for labor and materials with \$24,991 29, which is \$43,129 10 less than the amount expended last year.

The fine iron bridge at North Branch was completed in time for the traffic last winter, and gives full satisfaction in all its parts.

The bridge at South Branch has been strengthened by heavy trestling, but I would recommend the substitution of an iron bridge, in accordance with the Company's established policy in this department.

The bridge at Harper's Ferry has been carefully inspected, and found to be in excellent condition, and well adapted to the heavy traffic passing over it; the suggestion is renewed of having all the materials of a suitable iron bridge gradually prepared, to meet any exigency that might arise from fire or flood.

All other bridges on the road are in good condition.

The expenditures on the Washington Branch have been \$40,821—besides an additional expenditure, under construction account, of \$288,761, for second track, depot grounds, water stations, &c.

On the North-Western Virginia the expenditures have amounted to \$81,017—besides \$33,278 on construction account.

Elaborate tabular details also accompany this report.

In the Machinery department the expenditures have been as follows:

Main Stem	\$764,908
North-Western Virginia	59,932
Washington Branch	50,166

Total

LOCOMOTIVE ENGINES.

Number of miles run on "Main Stem"	3,626,805
Cost of repairs per mile run, 10-2 cts.	
Number of miles run "on N. W. Va. Road"	345,432
Cost of repairs per mile run, 10-0 cts.	
Number of miles run "on Washington Branch"	187,427
Cost of repairs per mile run, 6-8 cts.	
Total number of miles run	4,159,664
Cost of repairs per mile run, 10-1 cts.	

Number of Locomotive Engines owned by the Main Stem.

First Class	169
Second Class	41
Third Class	18

Total

Number of Engines owned by the Washington Branch	7
Number of Engines employed in passenger service	28
Do. in coal, stock and tonnage service	166
Do. regulating at stations	12
Do. by Road Department, ballasting, &c.	5
Number of Engines undergoing repairs	20
do. being rebuilt	4
Total number of Engines	235

PASSENGER CARS.

Number of passenger, mail, baggage and express cars in service on the Main Stem	87
Number in service on Washington Branch	33
do. N. W. Virginia Road	8

Total

Number of passenger cars added during the year. 3

Number of cars employed in transportation of tonnage on the Main Stem and N. W. Va.

R. R.	1,886
------------	-------

Number of cars transporting stock

do. do. coal	1,296
--------------------	-------

Number of ballast cars

do. snow plows	17
----------------------	----

Total

Number of cars employed in transportation of tonnage on the Washington Branch

Number of cars transporting stock	6
---	---

do. snow plows	2
----------------------	---

Total

Burden Cars Rebuilt during the Year.

For service on the Main Stem and N. W. Va.

Road	35
------------	----

For service on the Washington Branch

Total	37
-------------	----

One locomotive engine has been added during the year; twenty-eight have been rebuilt, and one hundred and sixteen thoroughly repaired. The number of both engines and cars has been fully maintained.

The introduction of coke as a fuel for passenger engines, has been attended with entire success, resulting in very economical and efficient working of these machines. A series of experiments has been made with raw coal upon the passenger engines, with results of a satisfactory character, showing conclusively that passenger trains, containing five cars, can be drawn over the first division of the road, overcoming grades of eighty-three feet per mile run, costing, including all transportation charges on the coal, three and six-tenths cents per mile.

The operations of the road for the past year have been characterized by unusual freedom from accidents arising from defective or unreliable machinery. The instances of engines running off the track have been much less frequent than formerly. This is attributed measurably to the change made about eighteen months since, in the form of the flanges of engine-wheels, in connection with an increased degree of caution on the part of the engine-men, and an improved condition of the roadway.

The report concludes with expressing the belief that the present improved condition of the road and its equipment, the completion of the arching of the tunnels on the main Stem, the addition of second track at necessary points, together with the reliable condition of our Telegraph lines, this Company have, at present, a greatly increased capacity for extended operations, without further expenditure of capital.

Second Avenue Railroad.

The following is a statement of the condition of this company November 1st, 1858:

GENERAL ACCOUNT.

Construction	\$374,801
487 horses and 70 cars	103,353
Depots, etc.	26,415
Real estate	36,460
Cash on hand	5,038
Other assets	1,270

Total	\$1,046,837
Capital stock	\$800,000
Less unissued	172,800

Funded debt	\$627,200
Floating debt	350,000
Surplus income account	19,000
Surplus income account	50,637

Total

INCOME ACCOUNT.

Receipts for the year ending September

30, 1857	\$222,000
----------------	-----------

Receipts for the year ending Sept. 30,

1858	225,232
------------	---------

October, 1858	22,712
---------------------	--------

Total

Working expenses and floating

debt paid	\$376,170
-----------------	-----------

Working expenses for October

Two dividends, 2 per cent. each,	12,023
----------------------------------	--------

July and October	25,088
------------------------	--------

Three months interest on funded

debt	6,125
------------	-------

Surplus

Surplus	\$50,637
---------------	----------

The company has valuable unincumbered real estate, not necessary for the use of the road, which it is proposed to sell, and apply the proceeds to the reimbursement of a portion of the funded debt. Since the above statement, the Company has sold 228 of its reserved shares at par, and with the proceeds paid the \$19,000 of its floating debt and extended its track to the Harlem river. The company proposes to divide, next Spring, the unissued shares among its stockholders, making a dividend of about 20 per cent., in reimbursement to the stockholders of earnings which have, before the commencement of dividends, been used in construction.

New York Central Railroad.

The annual report of the New York Central Railroad Company for the year ending September 30, 1858, has been presented to the stockholders. We give an abstract:

A comparison of the Funded Debt and Capital Stock with previous years shows a decrease of the former of \$397,982 60 from 1856, and \$226,804 80 from 1857; and an increase of the latter, over each year of \$45,739 31. The latter item results from a final settlement of the construction account of the Lewiston Railroad Company.

Earnings and Receipts.

From passengers	\$2,532,646 55
From freight	3,700,270 44
From other sources	295,495 71

Total

Expenditures other than for Construction.

Transportation expenses:

For passengers	\$1,610,863 19
----------------------	----------------

For freight	1,876,429 28
-------------------	--------------

Net earnings

Expended as follows:	\$3,041,120 23
----------------------	----------------

For interest	\$976,192 18
--------------------	--------------

For sinking funds	113,294 38
-------------------------	------------

Dividends, 8 per cent. 1,919,564 00—	\$3,009,050 56
--------------------------------------	----------------

Balance

Balance	\$32,069 67
---------------	-------------

The net earnings according to this statement were 8.134 per cent. on the amount of capital stock, after payment of interest and expenses.

Comparative Statement of Expenditures for the years ending Sept. 30, 1857 and 1858.

Transportation			
Expenses.	Construction.	Total.	
1857 ... \$4,453,515 54	\$729,442 56	\$5,182,958 10	
1858 ... 3,487,292 47	216,702 48	3,703,904 95	

Dec.. \$966,228 07 \$512,740 08 \$1,478,963 15

Cost of Road and Equipment.

By last Rep't. To pr't time.

For Graduation and Ma-		
sonry	\$6,777,107	\$6,777,107
For Bridges	808,063	808,068
For Superstructure, includ-		
ing iron	10,156,195	10,156,195
For Passenger and Freight		
Stations, Buildings and		
Fixtures	1,169,071	1,171,696
For Engine and Car Houses,		
Machine Shops, Ma-		
chinery and Fixtures ..	735,597	756,866
For Land, Land Damages		
and Fences	3,932,989	3,993,058
For Locomotives and Fix-		
tures, and Snow Plows ..	2,351,466	2,351,456
For Passenger and Bag-		
gage Cars	851,128	851,128
For Freight and other Cars	1,969,483	2,054,483
For Engin'ring and Ag'cies	603,529	603,529
Construction account of the		
Rochester and Lake On-		
tario Railroad Co.	150,000	150,000
Construction account of the		
Buffalo and Niagara Falls		
Railroad Co.	658,922	558,922
Construction account of the		
Lewiston R. R. Co.	354,261	400,000

Totals, cost of road

and equipment ... \$30,515,815 \$30,732,517

Number of locomotive engines, 218; first-class passenger cars, (rated as 8-wheel cars,) 192; second class and emigrant cars, do., 66; baggage, mail and express cars, do., 64; freight cars, do., 2,905; gravel cars and other service cars, 350.

The value of materials on hand amounts to \$1,360,939, an increase over last year of \$360,292. The leading item in wood, 253,402 cords, valued at 886,907—or \$3.50 per cord.

The whole length of the first track, laid on main lines and branches measuring the length of the road, exclusive of second tracks and sidings, is 555.88 miles. The length of the second track, laid on main lines and branches, (exclusive of sidings and turnouts less than one mile in length,) is 226.55 miles. The length of sidings, turnouts and switches laid on main lines and branches, is 108.96 miles. The total length of equivalent single track, laid on main lines and branches, adding to the to the length of the first track the length of the second track, of the sidings and of the turnouts, is 891.09 miles.

Miles run by passenger trains	1,821,431
By freight trains	1,847,763
By wood, gravel and construction trains ..	273,353

Total 3,942,547

The amount of freight, in tons:

	Tons.
Of the products of the forest	24,368
Of animals	172,076
Of vegetable food	301,507
Other agricultural products	18,373
Manufactures	47,939
Merchandise	134,482
Other articles	66,662
	765,407

Cost of Maintaining Roadway and Real Estate for the Years Ending Sept. 30th, 1857 and 1858.

Repairs of Road-bed and Rail- 1858. 1857.

way, excepting cost of iron. \$627,421 \$706,424

For depreciation of way*

Cost of iron (including the cost

of chairs and spikes) used in

repairs

Repairs of buildings

Repairs of fences and gates ..

Taxes on real estate

Repairs of Mohawk turnpike. 2,545 2,002

Totals \$1,114,294 \$1,315,542

1,112,294

\$201,248

Cost of Repairs of Machinery for the Years Ending September 30th, 1857 and 1858.

Repairs of engines and tenders. \$283,487 \$435,383

Depreciation of engines and

tenders*

Repairs of passenger and bag-

gage cars

Depreciation of passenger and

baggage cars*

Repairs of freight cars

Depreciation of freight cars* ..

Repairs of tools and machinery

in shops

Incidental expenses, including

oil, fuel, clerks, watchmen,

&c., about shops.

Totals \$571,326 \$898,988

571,326

\$327,662

Cost of Operating the Road for the Years Ending September 30th, 1857 and 1858.

Office expenses, stationery, 1858. 1857.

&c. \$23,726 \$28,973

Agents and clerks. 207,185 223,164

Labor, loading and unloading

freight

Porters, watchmen and switch

tenders

Wood and water station at-

tendance.

Conductors, baggagemen etc. 131,191 157,045

Enginemen and firemen. 166,351 170,558

Fuel, cost and labor of pre-

paring for use

(Purchased during the year,

\$766,903 37.)

Oil and waste

Loss and damage of goods and

baggage.

Damages for injuries of persons

Damages to property, includ-

ing damages by fire and cat-

tle killed on the road

General superintendence

Contingencies

Totals \$1,801,671 \$2,238,989

1,801,671

\$437,318

Summary of all Transportation Expenses for the Years Ending September 30th, 1857 and 1858, as shown in the preceding Tables.

Maintaining Roadway and 1858. 1857.

Real Estate. \$1,114,294 \$1,315,542

Repairs of Machinery

Operating the Road

Totals \$3,487,292 \$4,453,519

3,487,292

\$966,227

* The Company keep no such accounts. The roadway, real estate and equipment are kept in good condition, and the outlay necessary for that purpose is at once charged to transportation expenses.

INCOME ACCOUNT.

Expenses of maintaining and operat-

ing road \$3,487,292 47

Coupons and interest 976,192 18

Dividend No. 9, Feb'y,

1858, 4 per cent. \$959,782 00

Dividend No. 10, August,

1858, 4 per cent. 959,782 00

1,919,564 00

Future income: amount of one year's

contribution to sinking fund,

transferred to current income ac-

count:—

Debt certificates. \$111,182 38

Bonds to Buffalo and

Niagara Falls R.R.Co. 2,112 00

113,294 38

Michigan Central Rail-

road Company; North

Shore Line Lake Erie

steamboats; balance

of this account trans-

ferred to income ac-

count

Discount on bonds of the

issue for funding the

debts of the former

companies

Balance Sept. 30, 1858

Total

Balance Sept. 30, 1857

Passenger receipts

Freight

Mail

Miscellaneous

Total

Balance Sept. 30, 1858

The proportion of a semi-annual

dividend of four per cent., accrued

from the 1st of August to this

date, is

The Balance sheet which we annex furnishes a

statement of the Capital Stock and Funded Debt,

stated in detail in another portion of the Report:

Balance Sheet from General Ledger, Sept. 30, 1858.

Railroad and equipment

Cash in banks

Passenger and freight

ag'ts, balances since

remitted

Buffalo & State Line stock

Lewiston Co. stock

Troy Union Co. stock

Hudson River Bridge Co.

stock

Future income—proportion of debt

certificates, etc., chargeable to

the income of the company, from

September 30, 1858, to May 1,

1883

Fuel and supplies; surplus beyond

\$1,000,000

Bills receivable

General Post Office De-

partment

Real estate, purchased of

Buffalo and Niagara

Falls R. R. Co.

Total

Capital stock

Albany and Schenectady R. R. Co.

Schenectady and Troy R. R. Co.

Rochester and Syracuse R. R. Co.

Buffalo and Rochester R. R. Co.

Rochester, Lockport & Niagara Falls

R. R. Co.

Total

Buffalo and Niagara	
Falls R. R. Co.	\$46,000 00
Debt certificates	8,100,000 00
Bonds for conv. loan ..	3,000,000 00
Bonds, railroad stocks, ..	785,000 00
Bonds, real estate	200,000 00
Bonds, F. D't old Co.	1,256,000 00
Bonds to B. & N. T.	
R. R.	93,000 00
Bond to Telegraph Co.	10,000 00
Bonds and mortgages.	254,952 26

Total	\$14,402,634 69
Bills payable	\$38,000 00
Unclaimed dividends	3,472 30
Trustees of the Syracuse	
R. R. Co.	1,606 99

Total	\$43,079 02
Expenses of operating	
the road: balance of	
September disburse-	
ments, paid	
in Oct.	\$81,925 61
Coupons and	
interest ac-	
crued to	
Sept. 30 ..	329,269 58

Income account—balance Sept. 30,	
1858	1,594,326 33

Total

\$40,633,635 13

The following table gives the business of six years, of which three, it will be observed, have exceeded the amount of this year, and but two show any important sum over the aggregate given for 1858. Under the extraordinary depression of the year, this result must be considered quite satisfactory.

Statement of Earnings from Passengers, Freight, and from all other Sources for the Years ending Sept. 30, 1853, 1854, 1855, 1856, 1857 and 1858.

	Passengers.	Freight.	Other Sources.	Total.
1853 ..	\$2,829,669	\$1,835,572	\$122,279	\$4,787,520
1854 ..	3,151,514	2,479,821	287,000	5,918,334
1855 ..	3,242,229	3,189,603	131,749	6,563,581
1856 ..	3,207,378	4,328,541	171,929	7,707,848
1857 ..	3,147,637	5,559,276	320,339	8,027,251
1858 ..	2,532,647	3,700,270	295,496	6,528,412
For year ending :		Increase.	Decrease.	
Sept. 30, 1854		\$1,130,814		
Sept. 30, 1855		645,247		
Sept. 30, 1856		1,143,767		
Sept. 30, 1857		319,903		
Sept. 30, 1858		\$1,498,839		

Total increase from Sept. 30, 1853, to Sept. 30, 1858

\$1,740,892

ERASTUS CORNING, *President.*
DEAN RICHMOND, Buffalo, *Vice President.*
JOHN V. L. PRUYN, *General Counsel, and President pro tem.*

GILBERT L. WILSON, Albany, *Treasurer and Secretary.*

CHAUNCEY VIBBARD, Albany, *General Supt.*
GEORGE E. GRAY, Albany, *Chief Engineer.*

Directors—Erastus Corning, John V. L. Prun, John L. Schoolcraft, Albany; Dean Richmond, Buffalo; John H. Chedell, Auburn; Horace White, Syracuse; Alonzo C. Paige, Schenectady; Nathaniel Thayer, Boston; Isaac Townsend, New York; Livingston Spraker, Palatine Bridge; Jacob Gould, Rochester; Cornelius S. Tracy, Troy; Charles H. Russell, New York.

This is the same with the old Board, except Charles H. Russell, in place of John D. Wolfe.

Georgetown (S. C.) Railroad.

We perceive, from the proceedings of the Legislature, that notice has been given of a "Bill to incorporate the Georgetown Railroad Company;" also, that this bill has been favorably reported upon in the House. We trust that the effort will be a successful one. This is the last grand effort to revive the life of old Georgetown; the best cotton market south of New York, and, up to the completion of the North-eastern Railroad, where its share of cotton business was done.

A road to Gourdin's Turnout, where it would intersect the North-eastern, and thence into Sumter, bears promise of better days ahead. And why a road thus designated should not meet with general favor, is more than we can foresee. The constant and great travel from this to Charleston would meet with an easy, comfortable and expeditious mode, well deserving the attention of this description of the public; and the accessibility of the agricultural products of the upper districts, to a good and ready market, should not be slightly overlooked by that portion of the public.—*Georgetown Times.*

Finances of the United States.

REPORT OF THE SECRETARY OF THE TREASURY ON THE STATE OF THE FINANCES.

Treasury Department, December 6, 1858.

SIR:—In compliance with the act of Congress, entitled "An act supplementary to an act to establish the Treasury Department," approved May 10, 1800, I have the honor to submit the following report:

On the 1st of July, 1857, being the commencement of the fiscal year, 1858, the balance in the Treasury was

\$17,710,114 27

The receipts into the Treasury during the fiscal year, 1858, were \$70,273,869 59, as follows:

For the quarter ending September 30, 1857—	
From customs	\$18,573,729 37
From public lands ..	2,059,449 39
From miscellaneous sources	296,641 05
	20,929,819 81

For the quarter ending December 31, 1857—	
From customs	\$6,237,723 69
From public lands ..	498,781 53
From miscellaneous sources	352,159 78
	7,092,665 00

For the quarter ending March 31, 1858—	
From customs	\$7,127,900 69
From public lands ..	480,936 88
From miscellaneous sources	393,690 78
From Treasury notes issued	11,087,600 00
	19,090,128 35

For the quarter ending June 30, 1858—	
From customs	\$9,850,267 21
From public lands ..	474,548 07
From miscellaneous sources	207,741 15
From Treasury notes issued	12,628,700 00
	23,161,256 43

The aggregate means, therefore, for the service of the fiscal year ending June 30, 1858, were

\$87,983,983 86

The expenditures during the fiscal year ending June 30, 1858, were \$81,585,667 76, being for the quarter ending—	
September 30, 1857	\$23,714,528 37
December 31, 1857	17,035,653 07
March 31, 1858	18,104,915 74
June 30, 1858	22,730,570 58
	\$81,585,667 76

Which were applied to the various branches of the public service as follows:

Civil, foreign intercourse, and miscellaneous	\$26,387,822 20
Service in charge of Interior Department	6,051,923 38
Service in charge of War Department	25,485,383 60
Service in charge of Navy Department	13,976,000 59
Public debt and redemption of Treasury notes	9,684,537 99

—As shown in detail by statement No. 1.

Deducting the expenditures from the aggregate means during the fiscal year, 1858, a balance remained in the Treasury on the 1st July, 1858, of

\$6,398,316 10

During the first quarter of the current fiscal year, from July 1, to September 30, 1858, the receipts into the Treasury were as follows:	
From customs	\$13,444,520 28
From public lands ..	421,171 84
From miscellaneous sources	959,957 34
From loan of 1858 ..	10,000,000 00
From Treasury notes issued	405,200 00
	25,230,879 46

The estimated receipts during the three remaining quarters of the current fiscal year to June 30, 1859, are—

From customs	\$37,000,000 00
From public lands ..	1,000,000 00
From miscellaneous sources	500,000 00
	38,500,000 00

Estimated ordinary means for current fiscal year

\$70,129,195 56

The expenditures of the first quarter of the current fiscal year, ending September 30, 1858, were:

For civil, foreign intercourse, and miscellaneous services	\$6,392,746 38
For service in charge of Interior Department	1,994,304 21
For service in charge of War Department	8,224,490 04
For service in charge of Navy Department	4,086,515 48
For public debt, including redemption of Treasury notes	1,010,142 37

The estimated expenditures during the remaining three quarters of the current fiscal year to June 30, 1859, are

52,357,698 48

Ordinary means as above.

\$74,065,888 89

Deficit of ordinary means to meet expenditures

\$3,936,701 43

The deficiency in the ordinary estimated means to meet the estimated expenditures during the remainder of the current fiscal year ending June 30, 1859, are therefore \$3,936,701 43.

There are extraordinary means within the command of the department as follows:

Treasury notes which may be issued previous to the 1st of January, 1856, under the 10th section of the act of December 23, 1857, say, \$1,000,000 00	
Balance of loan authorized by act of June 14, 1858	10,000,000 00
Which added to the ordinary estimated means	70,129,195 56

Makes the aggregate means to June 30, 1859

\$81,129,195 56

Deduct the actual and estimated expenditures as heretofore stated

74,065,896 99

Leaves an estimated balance in the Treasury, July 1, 1859, of

\$7,063,298 57

Estimates for the fiscal year from July 1, 1859, to July 1, 1860.

Estimated balance in the Treasury. \$7,063,298 57

Estimated receipts from Customs

for the fiscal year ending June 30, 1860 56,000,000 00

Estimated receipts from public lands, 5,000,000 00

Do. from miscellaneous sources ... 1,000,000 00

Aggregate of means for year ending

June 30, 1860 \$69,063,298 57

Expenditures estimated as follows:—

Balance of existing appropriations, \$12,478,907 28

Amount of permanent and indefinite appropriations 8,497,724 50

Estimated appropriations to be made by law for the service of the fiscal year to June 30, 1860. 52,162,515 68

..... \$73,139,147 46

The estimated receipts being 69,063,298 57

Deficit, \$4,075,848 89

To this estimated deficiency on the 30th June, 1860, should be added the sum of \$3,838,728,

which will be required for the service of the Post Office Department during the present fiscal year.

This latter amount is not taken into the foregoing estimates, but is asked for by that Department, as will appear from the letter of the Postmaster General accompanying the annual estimates.

Report of the Secretary of Interior.

The Secretary says that under the various acts of Congress of 1847, '50, '52 and '55, there have been issued 516,758 bounty land warrants, requiring 55,731,890 acres of the public domain to satisfy them.

Of these, 416,632 had been located to the 30th of September last on 44,238,830 acres of land, leaving outstanding 100,136 warrants, calling for 11,493,860 acres of land.

It is confidently expected that during the next calendar year the receipts from the sales of the public lands, and the quantities sold and located will be greatly increased. It is estimated that without some detrimental change in our system, the income from this source will reach at least \$5,000,000.

It is now satisfactorily ascertained that mines of the precious metals are to be found in the Territories of Washington, Oregon, New Mexico and Kansas, and the time has arrived for the Government of the United States to adopt some definite policy as to its mineral lands.

The Secretary, therefore, submits whether it would be a wise and sound policy at this time to pass a general law, reserving all auriferous, silver and cinnabar mines from sale, for the use and occupancy of the people of the United States, under such regulations as Congress may prescribe, and leaving those lands containing copper, iron, lead and coal subject to the ordinary laws of the settlement and sale for their development. The extent of these defies estimate, and gives assurance to our people, in the future, of unbounded wealth.

Peace and quiet has been restored in Utah, and some additional legislation will be required to place its inhabitants on an equality with those of other territories. In that territory there are already more than two million acres returned as surveyed and ready for market. Occupants are upon these lands and want to obtain titles to their homes. He therefore submits whether it would not be an act of justice to the people of Utah to establish in that territory a land office, and, at the same time, in express terms, extend the pre-emption laws, so as to embrace all the inhabitants residing within its limits.

The graduation law will continue to prove a fruitful source of fraud and annoyance unless some change is made in its terms. Congress should require proof of settlement and cultivation prior to the admission and entry, or should release the purchaser from the condition now imposed.

The Secretary recommends a portion of our past

policy with regard to the Indians, and says the removal of the tribes should be avoided. Separate lands should be assigned to individuals, without the power to alienate or encumber them, and money annuities should be expended for the common good, instead of being divided *per capita*.

The whole number of army pensioners under the various acts of Congress is 10,732, requiring for their payment the annual sum of \$902,700. The whole number of navy pensioners is 892, and the aggregate amount of their payments is \$130,501. It appears that the total disbursements for pensions up to this date is about \$90,000,000. If to this sum be added the bounties in lands, (62,739,632 acres) estimated at \$1 25 per acre, the total amount granted for pensions and bounties will be \$168,424,202.

On the subject of the next census the Secretary recommends an adherence to the law of the 23d May, 1850, in the belief that a census taken in accordance with its provisions will afford the greatest amount of accurate information and prove most satisfactory to the country.

The income of the Patent Office for the three-quarters ending September 30, 1858, was \$150,984. Its expenditures during the same period amounted to \$144,433, showing a surplus of revenue of \$6,550 against an excess of expenditure over the receipts of \$2,536 for the corresponding quarters of 1857. From the 1st of January to the 30th September, 1858, 4,091 applications for patents were received, and 636 caveats filed, against 4,095 applications and 820 caveats for the corresponding quarter of last year. During the same period 2,816 patents were issued, 15 extensions granted, and 1,256 applications rejected. The Secretary recommends the establishment of a Board of Appeal in addition to the present force of the office.

Postmaster-General's Report.

The fact is prominently set forth, that after the 1st of July next the mails are to be conveyed between New Orleans and Washington in three and a-half days.

Regarding the conveyance of the letter mails overland between the Mississippi and San Francisco, the department records the triumphant success of the route. The Tehuantepec route service has been commenced under such auspices as, it is believed, promises complete success. The Utah route has been so improved that trips through, between St. John and Placerville, are performed once a week in thirty-eight days. Routes have been put in operation from Neosho, Missouri, to Albuquerque, N. M., and from Independence, Mo., by Albuquerque to Stockton, California, both mouth-

The Postmaster-General says that the expenses of the department, over and above its resources, have regularly increased ever since the reduction of postages. It would, however, be obviously erroneous to suppose that the charge upon the Treasury is to progress in a ratio proportionate to what it has been for the last few years. Our postal system is now extended over the whole country, from one ocean to the other. There can be but little further expense resulting from overland connection with California and the other Pacific States and Territories. Except one other route, commonly called the Northern route, from St. Paul, in Minnesota, to Seattle, in Washington territory, no other is now thought of as being likely to become necessary. The estimate for the transportation of the mails for the next fiscal year, 1859-60, when completed, over and above the anticipated revenues, may therefore be regarded as the maximum which will probably be required for some time to come.

The Postmaster-General proposes, in lieu of the franking privilege now allowed by law to members of Congress, that the Secretary of the Senate, and the Clerk of the House of Representatives, or such other officer as may be designated for the purpose, furnish the members with postage stamps to be used on all letters, public documents and packets transmitted by them in the mails, and keep an

account of the stamps furnished to each member, to be paid for out of the contingent fund of the House. It is further proposed that all letters and packets, except newspapers, addressed to members of Congress, shall be prepaid at the mailing office. In this way the department would be compensated for the service rendered, without a resort to the inconvenience of keeping daily minute accounts of the postage chargeable on such mail matter.

To avoid dissatisfaction and the practical inconvenience of having different rates of postage, regulated by distances, it is respectfully submitted whether one uniform rate of five cents for all distances would not enlarge the usefulness of the Department, and diminish, if it did not entirely prevent, such heavy drafts upon the treasury, and best promote the interest and convenience of the people.

The whole number of post-offices on the 30th June last was 27,977, of which 400 are of the class denominated presidential; whole number established during the last fiscal year, 2,121, number discontinued 730, increase 1,391; number of postmasters appointed, 8,284. Of these 4,595 were to fill vacancies occasioned by resignation, 998 by removals, 278 by deaths, 292 by change of names and sites, and 2,121 on establishment of new offices. Whole number of offices December 1, 1858, 28,573. On the 30th June last there were in operation 8,296 mail routes. The number of contractors was 7,044. The length of these routes is estimated at 260,608 miles; total amount of transportation, 78,765,461 miles, and cost \$7,795,418.

Compared with the service reported 30th June, 1857, there is an addition of 18,002 miles to the length of routes, and \$1,173,372 to the cost. The total estimates for the current year are \$10,615,947. The total expenditures of the Department in the fiscal year ending June 30, 1858, amounted to \$12,722,470. The estimated receipts and expenditures in 1859: expenditures, \$14,776,520; means, \$11,094,393; deficiency, \$3,682,127.

On the subject of ocean and foreign mail service, the Postmaster-General, among other things, says:—By the time the contract for the California lines, via Panama and Tehuantepec, expire, on October 1st, 1859, it is probable that the route by Lake Nicaragua will have been re-opened and in successful operation. This presents the question, whether one, two or three of these routes shall thereafter be employed for mail purposes.

The Tehuantepec route is the shortest and most readily protected against interruptions, but it will be comparatively too new, and the line of staging too long, to furnish with certainty adequate and satisfactory communication between our Atlantic and Pacific possessions. While it is destined, no doubt, to become a transit of the first importance, and will deserve the highest patronage and encouragement, still it cannot supercede the necessity of one or more routes through Central America.

It is of the highest importance that the route by Nicaragua should be re-opened, and its undisturbed use for the transportation of the mails, passengers, troops and munitions of war, secured by the solemn guaranty of a public treaty. Without this, in view of the unstable condition of the local government of Central America, the safety and security of transportation can hardly be relied on. As calculated to furnish the requisite facilities of communication between Europe and the Southern and South-Western States, the projected lines between Norfolk and England, and between New Orleans and Bordeaux, are among the most important to be established.

As regards a line from some suitable port in the United States to Brazil, and the extension of the California line from Panama to the South Pacific coast, which, for commercial as well as for mail purposes, it is so desirable should be established, and the line from New Orleans to Vera Cruz, it is apparent that the postages to be derived therefrom, would defray but a trifling portion of the expenses of the same. The Postmaster-General regards it as highly important that the line to Vera Cruz should be continued.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road	Capital paid in	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road	Capital paid in	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	5,976,900	515,762	150,221	6	---	Brunswick and Florida, Ga.	30	151,887	461,648	638,649	In progr.	---	---	---	---
Androscog. & Kennebec	55	457,909	1,835,305	2,293,214	159,518	53,368	none	---	South. W.tern	143	1,399,100	441,292	2,265,323	365,214	298,771	9	---	---
Kennebec & Portland	72	1,107,526	1,763,788	2,871,314	213,255	---	---	---	Tennessee and Alabama	30	369,754	626,889	679,906	53,775	29,406	---	---	---
Portl., Saco, & Portland	51	1,396,400	---	1,396,400	263,717	120,909	6	91	Tennessee and Missis.	61	757,440	6,181	1,161,152	161,001	99,885	---	---	---
Boston, Concord & Montreal	93	1,000,000	1,104,586	2,104,586	329,767	174,025	16	---	Memphis and Charleston	267	2,228,177	3,496,288	6,572,470	612,022	331,604	---	---	---
Cheshire	64	1,000,000	899,313	1,899,313	355,629	113,077	6	47 1/2	Mobile and Ohio	30	6,784,899	2,068,459	10,701,428	654,382	278,428	---	---	---
Concord	36	1,600,000	8,242	1,608,242	317,056	125,664	6	44 1/2	Miss. Central	89	1,576,474	926,796	2,503,098	115,679	---	---	---	---
Northern, N. H.	82	3,068,400	406,286	3,474,686	365,800	166,996	4	---	South. N. (M. & C.)	8	1,000,000	1,400,000	2,400,000	284,255	150,789	---	---	---
Concord & Passumpsic Riv.	90	1,000,000	800,000	1,800,000	177,588	73,401	none	---	N. O. Opelousas & G. W.	86	2,800,000	750,000	3,557,526	284,178	127,450	---	---	---
Rutland & Burlington	117	2,233,376	4,158,765	6,392,141	332,115	41,688	none	---	N. O. Jackson & G. N.	266	4,036,000	1,815,610	7,142,553	189,003	---	---	---	---
Vermont and Canada	47	1,500,000	---	1,500,000	---	---	---	---	Vicksburg, Shreveport & Tex.	21	883,746	109,285	992,031	In progr.	---	---	---	---
Vermont Central	122	5,000,000	5,276,399	10,276,399	705,534	127,389	---	---	East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,428	227,363	104,992	---	---	---
Boston and Lowell	28	1,830,000	438,920	2,268,920	435,863	171,382	6	87	East Tennessee and Va.	130	626,075	1,728,664	3,208,138	61,374	39,062	---	---	---
Boston and Maine	74	4,076,974	---	4,076,974	770,802	305,507	6	89 1/2	Nash. and Chattanooga	159	2,263,905	1,632,791	3,896,700	641,552	219,262	---	---	---
Boston and Providence	43	3,160,000	239,720	3,399,720	454,176	245,194	6	88	Covington & Lexington	95	1,344,850	3,065,917	4,091,604	426,408	220,962	---	---	---
Boston and Worcester	44	4,600,000	699,974	5,299,974	1,019,119	388,518	6	96 1/2	Lexington and Frankfort	29	430,055	158,899	658,255	95,807	45,712	6	---	---
Cape Cod	47	681,690	291,007	972,697	122,960	39,899	---	---	Lexington and Danville	13	694,444	71,000	765,500	In progr.	---	---	---	---
Connecticut River	50	1,591,110	275,772	1,866,882	267,710	65,096	3	55	Louisville and Frankfort	65	741,069	625,216	1,502,096	246,750	109,059	6	---	---
Eastern, Mass.	60	2,583,400	2,441,373	5,024,773	616,156	272,479	45 1/2	---	Atlantic & Gt. Western	---	866,939	77,404	613,231	In progr.	---	---	---	---
Fitchburg	67	3,600,000	100,000	3,700,000	668,974	250,843	6	93 1/2	Bellefontaine and Ind.	118	1,874,395	1,316,237	2,998,392	348,552	120,536	none	---	---
N. Bedford and Taunton	21	600,000	---	600,000	188,925	27,827	6	---	Ches. Col. and Cin.	141	7,446,21	90,400	4,762,370	1,494,741	514,740	9	94	---
Old Colony and Fall River	77	3,016,100	260,100	3,276,200	683,357	305,140	6	92 1/2	Cleveland and Toledo	200	3,533,712	4,225,559	7,103,016	930,282	413,790	---	---	---
Vermont and Mass.	69	2,232,541	1,019,148	3,251,689	240,133	52,287	none	---	Clev. and Mahoning	68	---	---	1,930,955	In progr.	---	---	---	---
Western, Mass.	156	6,150,000	6,839,080	12,989,080	1,117,982	889,763	3	108	Clev. and Pittsburg	132	2,780,744	3,043,992	6,537,466	681,877	309,518	---	---	---
Worcester and Nashua	46	1,411,000	205,565	1,616,565	1,351,271	216,888	4	46 1/2	Clev. P. & Ashtabula	95	3,000,000	1,495,548	4,040,978	1,251,589	591,454	15	---	---
Providence and Worcester	43	1,610,020	350,000	1,960,020	344,773	155,044	7	84 1/2	Cin. Hamilton & Dayton	60	2,155,800	1,526,092	3,130,315	487,421	260,763	---	---	---
Hartford and N. Haven	72	2,350,000	944,000	3,294,000	769,065	340,835	10	1-2	Cin. Wilm. & Zanesville	131	2,421,176	3,782,040	6,696,210	223,506	30,288	---	---	---
Hartford, Prov. and Fishkill	122	1,936,246	2,132,692	4,068,938	273,428	112,325	none	---	Columbus and Xenia	65	1,490,450	1,490,450	1,582,475	403,212	181,688	10	---	---
Housatonic	74	2,000,000	423,685	2,423,685	318,476	109,344	none	---	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.	---	---	---	---
Naugatuck	67	1,031,800	624,244	1,656,044	237,416	114,237	---	---	Dayton and Michigan	140	1,076,692	893,011	1,185,826	In progr.	---	---	---	---
N. York and N. Haven	62	2,980,835	2,312,240	5,293,075	1,157,055	254,569	3	40	Dayton and Western	35	310,000	700,481	1,035,173	125,940	65,253	---	---	---
N. Haven and N. London	60	738,258	761,462	1,500,000	88,007	30,318	---	---	Eaton and Hamilton	42	469,762	382,669	1,176,169	140,936	50,008	---	---	---
N. London, W. & Palmer	66	510,700	1,052,000	1,562,700	120,571	51,544	none	---	Little Miami	65	2,981,292	1,266,000	3,925,157	775,442	290,123	10	81	---
Norwich and Worcester	32	1,232,300	724,188	1,956,488	265,417	44,547	---	---	Sandusky, Dayton & Cin.	171	2,697,090	3,388,000	6,065,090	682,614	---	---	---	---
Albany Northern	32	439,005	1,625,098	2,064,103	117,716	9,904	---	---	Central Ohio	138	1,427,907	6,226,656	4,966,822	570,092	164,997	none	---	---
Black River and Utica	35	643,380	317,359	960,739	In progr.	---	---	---	Pittsb. Wt. Wayne & Chicago	42	6,247,400	9,822,550	14,279,704	1,546,359	671,787	---	---	---
Buffalo, Conn. and N. Y.	100	1,487,874	1,501,183	2,989,057	172,476	60,333	none	---	Pittsb. Mayv. & Cin.	50	371,350	31,000	390,933	In progr.	---	---	---	---
Buffalo and N. Y. City	92	798,439	2,537,849	3,336,288	288,392	31,896	none	---	Sand. Mans. & Newk.	127	1,350,000	2,206,357	3,552,357	328,958	164,479	none	---	---
Buffalo and St. Louis	99	1,300,000	1,040,000	2,340,000	679,750	355,763	10	---	Scioto & Hocking Valley	56	403,975	509,050	888,858	In progr.	---	---	---	---
Canandaigua and Elmira	47	434,111	922,393	1,356,504	174,089	69,506	---	---	Spring, Mt. Vernon & P.	113	1,000,000	950,000	2,194,000	In progr.	---	---	---	---
Canandaigua & Niagara Falls	98	1,315,000	2,279,854	3,594,854	---	---	---	---	Tol. Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.	---	---	---	---
Cayuga & Susquehanna	35	687,000	506,689	1,193,689	135,333	48,649	none	---	Cin. Log. and Chicago	255	4,196,679	1,006,125	2,080,433	In progr.	---	---	---	---
Hudson River	144	3,768,466	9,250,362	13,018,828	902,828	688,880	none	33	Evansville & Crawfordsv.	109	984,061	1,270,872	2,168,713	249,869	124,140	---	---	---
Long Island	96	3,000,000	647,193	3,647,193	325,711	56,186	none	11 1/2	Ind. and Cincinnati	88	1,686,890	1,564,584	3,029,989	491,743	248,622	7	---	---
New York Central	556	24,182,100	14,402,635	38,584,735	6,251,413	3,041,120	8	84 1/2	Indiana Central	66	612,350	1,261,179	1,909,911	368,189	204,685	---	---	---
New York and Erie	464	11,000,000	28,091,468	39,091,468	742,607	1,454,032	none	17 1/2	Ind., Clev. & Pittsburg	83	835,791	1,071,694	1,826,425	253,19	85,248	none	---	---
New York and Harlem	148	6,717,100	4,822,498	11,539,598	1,040,393	324,891	none	11 1/2	Jeffersonville	74	1,014,252	694,000	1,839,576	222,737	94,318	none	---	---
Northern, N. Y.	118	1,633,022	4,406,874	6,039,896	520,155	135,754	none	1	Madison and Indianapolis	87	1,647,700	1,336,816	2,914,516	200,214	118,628	none	---	---
Oswego and Syracuse	35	306,180	213,025	519,205	752,03	149,373	78,754	8	New Albany and Salem	288	2,635,121	6,281,948	7,029,491	645,827	371,402	none	---	---
Pottsdam and Watertown	29	467,200	294,189	761,389	In progr.	---	---	---	Peru and Indianapolis	73	---	858,314	2,000,000	150,000	90,000	---	---	---
Rensselaer & Saratoga	48	600,000	396,600	996,600	71,909	21,089	none	---	Terre Haute and Ind.	73	1,361,450	250,125	1,585,800	481,272	206,079	10	---	---
Saratoga and Whitehall	48	768,369	1,578,804	2,347,173	159,484	22,505	none	---	Chicago and Rock Isl.	182	6,248,000	1,734,318	6,628,272	1,886,196	850,039	---	---	---
Syracuse & Binghamton	48	600,000	396,600	996,600	71,909	21,089	none	---	Chicago, Burl. and Quincy	210	4,631,540	3,852,970	8,042,428	1,505,167	81,767	---	---	---
Troy and Boston	27	437,830	737,079	1,174,909	166,383	55,184	---	---	Chic. St. Paul & P'd du Lac	178	2,300,000	1,325,000	3,625,000	In progr.	---	---	---	---
Watertown and Rome	27	1,500,000	700,979	2,200,979	440,290	162,037	3 1/2	---	Galena and Chicago	269	6,023,800	3,899,015	9,396,455	2,315,786	1,192,042	8	72 1/2	---
Bohemia Delaware	94	1,000,000	1,619,000	2,619,000	213,393	114,633	63	---	Illinois Central	704	6,666,435	20,315,492	25,437,669	293,966	665,972	---	---	---
Camden and Amboy	60	3,485,000	1,650,854	5,135,854	1,738,171	117,859	45,642	117	Peoria and Okla. City	131	1,569,839	2,200,000	3,400,000	In progr.	---	---	---	---
Camden and Atlantic	60	3,485,000	1,650,854	5,135,854	1,738,171	117,859	45,642	117	Ohio & Miss. (W. Div.)	147	1,780,295	3,292,403	4,870,586	Recently opened.	---	---	---	---
New Jersey Central	53	2,000,000	3,592,828	5,592,828	682,940	357,193	129	---	Terre Haute, Alt. & St. Louis	208	3,011,169	1,929,927	3,726,764	823,767	247,757	---	---	---
Morris and Essex	53	1,157,805	340,000	1,497,805	1,684,127	237,765	101,542	3 1/2	Detroit and Milwaukee	185	838,000	1,128,964	1,966,969	Recently opened.	---	---	---	---
Allegheny Valley	44	1,587,900	609,046	2,196,946	55,000	45,000	---	---	Mich. Central	282	6,057,840	3,866,639	12,847,238	2,248,785	704,998	8	51 1/2	---
Catawba, W. & Erie	63	1,700,000	1,940,000	3,640,000	219,253	52,450	---	---	Mich. South'n & N. Ind.	475	8,876,400	10,458,68	19,336,084	2,309,487	544,311	21 1/2	---	---

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are at interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$838,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	
Buffalo and State Line	500,000	Do. convertible	7	April, October	"	1866	92 1/2	94
Bellefontaine and Indiana	800,000	Do. convertible	7	Jan'y, July	"	1866	85	
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1869		
Central Ohio	1,250,000	1st mort. conv. east sec.	7	Divers	"	1861-64	60	70
Do. do.	800,000	2d do. convertible	7	March, Sept.	"	1865	0	55
Cincinnati, Hamilton, and Dayton	600,000	1st mortgage convertible	7	20 Jan. 20 July	"	1867	82	88
Do. do. do.	465,000	2d do. do.	7	May, Novemb.	"	1880	72 1/2	75
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1882	7	Jan'y, July	"	1868		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1862		
Cleveland, Painesville, and Ashtabula	567,000	Do. convertible	7	Feb'y, August	"	1861	94	96
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August	"	1860	65	74
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	52	55
Cleveland and Toledo	525,000	Do. convertible	7	Feb'y, August	"	1863	77	82 1/2
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72		60
Do. do.	1,200,000	Do. convertible	7	April, October	"	1867	62 1/2	65
Covington and Lexington	400,000	Do. do.	7	April, October	"	1863	40	47 1/2
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1875	86 1/2	87
Delaware, Lackawanna and Western	1,500,000	1st mortgage, do.	7	April, October	"	1891	77	78
Florida Freehold	1,500,000	Do. not convertible	7	March, Sept.	"	1873		72 1/2
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1863	98 1/2	99
Gaucha and Chicago	2,000,000	Do. convertible	7	Feb'y, August	"	1875	90 1/2	94 1/2
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1868		
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October	"	1863	87 1/2	93
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1873		
Jeffersonville	300,000	Do. 2d sec. conv.	7	April, October	"	1866		85
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1860-61	65	82 1/2
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1869	75	82 1/2
Indianapolis and Cincinnati	500,000	Do. conv. till 1857	7	March, Sept.	"	1874	75	85
Indianapolis and Cincinnati (for Lawb. & U. M.)	500,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1865	73	76
La Crosse and Milwaukee	950,000	1st mortgage, conv. till 1869	7	Feb'y, August	"	1865	81 1/2	82 1/2
Lake Erie, Wabash, and St. Louis	3,400,000	Do. inconvert.	6	2 May, 2 Nov.	Boat.	1880	96 1/2	97 1/2
Little Miami	1,500,000	No mortgage, convertible	8	April, October	"	1869	92	94
Michigan Central	1,000,000	Do. do.	8	March, Sept.	"	1869	70	80
Do. do.	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862	70	77 1/2
Milwaukee and Mississippi	600,000	Do. 2d do. 1858	8	April, October	"	1863	75	78
Do. do.	650,000	Do. 3d do. 1860	8	June, Decemb.	"	1877		
Do. do.	1,250,000	Do. 1st section	10	April, October	"	1868-75		90
New Albany and Salem	500,000	Do. oth. sec. con. till 1858	8	May, Novemb.	"	1864-75		75
Do. do.	2,325,000	1st mortgage, convertible	8	Jan'y, July	"	1873		85
Northern Cross	1,200,000	Do. do.	7	Feb'y, August	"	1867		75
Ohio and Indiana	1,000,000	Do. do.	7	Jan'y, July	"	1865-66		75
Ohio and Pennsylvania	1,750,000	Income, convertible	7	April, October	"	1872		60
Do. do.	2,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	101 1/2	102
Pennsylvania (Central)	5,000,000	Do. conv. sink'g f'd	8	Feb'y, August	N.Y.	1875		75
Racine and Mississippi	680,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
Scioto and Hocking Valley	300,000	Do. convertible	7	Jan'y, July	"	1865		
Steubenville and Indiana	1,500,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Indianapolis	600,000	Do. do.	7	Feb'y, August	"	1862-72	65	70
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-72	65	70

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending December 13, 1858

BONDS.	Per cent. and interest
Little Miami, 1st Mort.	68 1/2
Covington and Lexington, 1st Mortgage	68 1/2
Do. do. 2d do.	78 1/2
Do. do. 3d do.	78 1/2
Ohio & Miss., E. D., Construction	78 1/2
Cinc., Ham. and Dayton, 1st Mortgage	78 1/2
Do. do. 2d do.	78 1/2
Indianap. & Cincinnati, do.	78 1/2
Cincinnati, Hamilton & Dayton	82
Columbus and Xenia	80
Indianapolis & Cincinnati	45
Little Miami	52
Ohio and Mississippi (E. D.)	54

Railroad Earnings.

The receipts of the Cleveland, Painesville and

Ashtabula road for November were:

1858	\$102,492 81
1857	94,819 92

Increase \$7,672 89

The October business of the Catawissa Railroad

was:

Receipts for October, 1858	\$30,777 92
Less due connecting roads	5,513 28

Net receipts for October, 1858 \$25,264 64

Receipts for Oct., 1857 \$23,326 08

Less due connecting roads 5,012 52

18,313 56

Increase \$6,951 06

The annexed is a comparative statement of earnings for November, 1857 and 1858, of the Buffalo and State Line Railroad Company:

	1857.	1858.	Increase.
Passengers	\$40,475 54	\$36,272 19	\$4,203 35
Freight	37,938 99	49,766 16	11,827 17
Other sources	1,150 00	1,286 32	87,324 67

Totals ... \$79,564 53 \$87,324 67 \$7,760 14

The comparative statement of earnings and expenses of the same road for the month of October, 1857 and 1858, is:

	1857.	1858.	Increase.
Passengers	\$63,628 30	\$46,148 34	\$17,479 96
Freight	29,225 80	40,215 45	10,989 65
Other sources	1,150 00	1,150 00	

Totals ... \$94,004 10 \$87,513 89 \$6,490 31

* Decrease.

	1857.	1858.	Decrease.
Construction	\$29,069 68	\$1,408 56	\$27,661 12
Maint'g r'd.	38,548 50	14,200 73	24,347 77
Rep'r's machin.	5,808 05	5,172 68	635 37
Operating	20,126 63	14,434 47	5,792 16

Totals ... \$93,552 86 \$35,216 44 \$58,335 42

Deduct decreased receipts 6,490 31

Increase of net earnings \$51,846 11

The earnings of the Ohio and Mississippi Railroad Company for the month of October, 1858, compared with 1857, were:

	1858.	1857.
Passengers	\$99,963 50	\$102,258 56
Freight	71,436 01	37,679 21
Express freight	3,575 00	3,172 50
Mail	6,585 41	5,164 59

\$181,559 92 \$148,274 86

Total increase over business of 1857 ... \$33,285 06

The business of the Harlem Railroad in November shows a very favorable result. The figures are:

1858	\$85,318 54
1857	77,240 03

Increase \$8,078 51

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	88 1/2	89
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N.Y.	1870	96	97 1/2
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	95	97
Do. do.	4,000,000	2d mortgage convertible	7	March, Sept.	"	1869	88	89
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1863	76 1/2	78
Do. do.	6,000,000	4th mortgage	7	April, October	"	1880	62	63
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	41 1/2	42
Do. do.	4,351,000	Convertible Inscriptions	7	Feb'y, August	"	1871	41	41 1/2
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	41	41 1/2
Hudson River	4,000,000	1st mortgage, inscriptions	7	Feb'y, August	"	1869-70	102 1/2	103
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec	"	1860	94 1/2	96 1/2
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	75	76
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	90 1/2	93 1/2
Do. (Free Land)	3,000,000	M'ge 345,000 acrs-priv. 7 shars	7	March, Sept.	"	1860	91 1/2	91 1/2
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	85 1/2	87
New York and Harlem	1,800,000	Do. do.	7	May, Novemb.	"	1861-72	88 1/2	89
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1865-66	93	95
New Haven and Hartford	1,000,000	1st mortgage, do.	7	Jan'y, July	"	1873	90	94
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1861	85 1/2	87
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1868	74 1/2	76
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1863	91	91 1/2
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	15 June, 15 Dec	"	1864	101	102
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	115	
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	"	1866	90	91
Reading	1,300,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860	82 1/2	83 1/2
Do. do.	3,469,000	Do. convertible	6	Jan'y, July	"	1870	73 1/2	73 1/2

CITY SECURITIES.	Int'l payable.	Off'd Asked	CITY SECURITIES	Int'l payable.	Off'd Asked
New York, 5 per ct.1858-'60	{ May, 97 August, 93 November, 90 Feb'y, August, 109 Jan'y, July 55 Quarterly 97 April October 99 1/2 Jan'y, July 101 1/2 Do. do. 100 Divers 80 Jan'y, July 86 1/2 Jan'y, July 98 Feb'y, August 100 March, Sept. 100 Jan'y, July 90 Divers 70 Jan'y July 64	99	Milwaukee, 7 per ct coup. X	Divers	50 70
Do. 5 do.1870-'75		93 95	New Orleans, 6 per ct. cp. R.R. X	Do.	72 77 1/2
Do. 6 do.1883		103 1/2 103 1/2	N. Orleans, 6 per ct. cp. municip. X	Jan'y, July	85 90
Do. 6 do.1890-98		90 94	Philadelphia, 6 per ct.1876-'98	Jan'y, July	102 1/2 102 1/2
Albany, 6 per ct. c. coup.1871-'81	95	109 1/2	Pittsburgh, 6 per ct. coup.	Divers	52 55
Alleghany, 6 per ct. coup.	97	99 1/2	Quincy, 8 per ct. coup.1868 X	Jan'y, July	62 1/2 65
Baltimore, 6 per ct.1879-'90	95	101	Racine, 7 per ct. coup.1873 X	10 Feb'y, Aug	90 97 1/2
Boston, 5 per ct. coup.	99 1/2	102	Rochester, 6 per cent. coup.	Divers	85 1/2 87
Brooklyn, 6 per ct. coup. Long X	101 1/2	102	St. Louis, 6 per ct. coup.Long X	Do.	87 1/2 90
Clev'Pd, 7 per ct. cp. W.W. 1879 X	100	101	Do. do. Municipal X	Do.	37 45
Cincinnati, 6 per ct. coup.	80	92 1/2	Sacramento, 10 per ct. cp. 1862-'74 X	May, Novemb.	60 70
Chicago, 6 per ct. coup.1873-'77 X	86 1/2	87 1/2	S. Frisco, 7 p. cp. 1865 pay. N.Y. X	Do. do.	87 90
Do. 7 per ct. coup.1880 X	98	99 1/2	Do. 10 p. ct. cp.1871 X	Jan'y, July	56 60
Detroit, 7 per ct. cp. W.W. 1873-'78 X	100	102	Do. 10 do. pay. N.Y. X	Do. do.	56 60
Dubuque, 8 per ct. cp. Long X	90	92 1/2	Do. 6 per ct. pay. N.Y. 1875 X	Divers	50 50
Jersey City, 6 per ct. cp. W.W. 1877 X	70	72 1/2	Do. 6 per ct. cp. Mun. 1874 X	March, Sept.	50 51 1/2
Louisville, 6 per ct. cp.1880-'88 X	64	65	Harrisburg, 7 do. X	April, October	48 50
Memphis, 6 per ct. coup.1882 X					

The traffic receipts on the Great Western railway of Canada for the week ending Dec. 3, was \$87,921 73; corresponding week of last year, \$48,998 82—decrease, \$11,072 09.

The earnings of the Toledo, Wabash and Western Railroad for the month of November were as follows:

Passengers.....	\$19,232 67
Freight	40,401 78
Mail and express	3,816 66

Total.....	\$62,951 51
November, 1857	57,874 06

Increase.....\$5,077 05

The earnings of the Norwich and Worcester road for the month of November were as follows:

1858	\$27,014 41
1857	17,140 07

Gain this year (equal to 37 per cent.) ..\$9,874 34

The earnings of the Stonington Railroad Company in November were:

1858	\$16,956 37
1857	13,080 94

Increase.....\$3,875 43

The earnings of the Cleveland and Toledo Railroad for November foot up \$75,620. There is a gain on freight of \$2,200 over last year's figures, but a falling off in passenger traffic.

The receipts of the Michigan Central Railroad in November were:

	1858.	1857.
Passengers	\$73,111 37	\$98,940 26
Freight	77,184 75	106,991 06
Miscellaneous	6,001 88	5,929 57

Total.....\$156,298 00 \$211,860 89

The earnings of the Michigan Central Railroad for the year ending 30th November were:

	1858.	1857.
Passengers	\$1,028,854 66	\$1,469,769 71
Freight	955,485 48	1,152,795 16
Miscellaneous	72,202 77	79,256 99

Total.....\$2,056,542 91 \$2,701,822 06
Decrease \$645,279 15 |

The earnings of the Cleveland, Columbus and Cincinnati Railroad for November were as follows:

Passengers	\$31,478 10
Freight	66,718 12
Rents	6,279 32

Total.....\$104,475 54
November, 1857 80,756 34 |

Increase.....\$23,719 20

The earnings of the New Haven and New London Railroad for October and November were as follows:

	1857.	1858.	Increase.
October	\$5,681 73	\$6,329 81	\$648 08
November	4,632 38	6,355 88	1,723 50

Total..\$10,314 11 \$12,685 69 \$2,371 58

The earnings of the New York and Erie Railroad for November were as follows:—

1858	\$436,898 74
1857	429,900 10

Increase.....\$7,998 64

The earnings of the Central Railroad Company of New Jersey, for November, were:—

1858	\$72,992 32
1857	40,561 45

Increase, 80 per cent.....\$32,430 87

The earnings of the Baltimore and Ohio Railroad for November were:

	Pass'grs.	Freight.	Total.
Main Stem.....	\$56,937 82	\$265,464 50	\$322,402 32
N. W. Va.	3,522 56	21,792 99	25,315 55
Wash.. Br.	25,922 79	9,518 56	35,441 35

Totals. \$86,383.17 \$296,776.05 \$383,159.22

The revenue of the past month as compared with the same period last year is as follows:

	Main Stem.	N.W.Vir'g'a.
1858	\$322,402 32	\$25,315 55
1857	306,634 18	20,898 61

Increase....\$15,768 14 \$4,416 94

Wash.Br'ch. Total.

1858	\$35,441 35	\$383,159 22
1857	33,910 59	361,483 38

Increase...\$1,530 76 \$21,715 84

The financial year of the Company commenced with October. The receipts of the two months of the present year compared with those of the previous year as follows:

	1858.	1857.
October	\$392,503 02	\$396,191 85
November.....	383,159 22	361,443 38

\$775,662 24 \$757,635 23
757,635 23

Increase present year, \$18,027 01

The receipts of the Grand Trunk Railway of Canada for the week ending December

4th, were	\$51,979 13
Week ending December 5, 1857	60,026 16

Decrease.....\$8,047 03

Total traffic from July 1st.....\$1,021,470 53
Same period last year 1,090,804 76 |

Decrease.....\$69,334 23

American Railroad Journal.

Saturday, December 18, 1858.]

Ohio and Mississippi Railroad.

At an adjourned meeting of the stockholders of the Ohio and Mississippi Railroad held in Cincinnati on the 1st inst., resolutions were unanimously adopted of which the following is an abstract:

1. That the liabilities of the Company greatly exceed the value of the property and should be reduced.

2. That it is of vital importance that the road-bed, equipment, etc. should be maintained in perfect order.

3. That the Bondholders, Floating Debt Creditors and the City of Cincinnati appoint a committee to meet a committee of stockholders to arrange for the reduction of the capital stock and bonded debt, and the adjustment of liabilities.

4. That Larz Anderson, V. Worthington, James C. Hall, J. D. Lehmer, John Ross and S. L. M. Barlow be appointed a committee on the part of the stockholders to agree to some plan for protecting their interests and relieving the company of debt.

5 and 6. That the stockholders have full confidence in this committee and authorize them to bind the subscribers to this plan, to any scheme of adjustment that might be proposed.

Large numbers of stockholders signed a power of attorney, conferring the right proposed in the last resolution.

The occasion of this adjourned meeting was a communication from the Directors, Nov. 4, to the following purport:—

Preambles and Resolution, adopted Nov. 4, 1858.
OFFICE OF OHIO & MISSISSIPPI R. R. Co.

Whereas, The Company has been unable to pay the coupons for interest as follows:

On \$2,050,000 first mortgage bonds, due July 1, 1858	\$71,750 00
On \$258,000 second mortgage bonds, estimated.....	45,150 00
On \$4,242,000 construction bonds, due March 1, and Sept. 1, 1858	296,940 00
On \$3,320,000 income bonds, due May 1, and Nov. 1, 1858	232,400 00

\$646,240 00

And whereas, There exist heavy liabilities to the city of Cincinnati, and a floating debt of about \$530,000.

And whereas, The requirements of the road will exhaust the entire net earnings for several months to come.

And whereas, It is highly desirable that the indebtedness of the Company should be capitalized or otherwise arranged, so that the Company may be effectually relieved from the payment, hereafter, of so large an amount of interest as is now accumulating.

And whereas, The Capital Stock of the Company is now too large to admit of such an increase, as will be sufficient for the purpose of such capitalization, without creating a capital stock which would bear an undue proportion to the fair value of the road and appurtenances, and which would therefore have but a nominal value per share, therefore,

Resolved, That the Directors earnestly recommend to the stockholders, the adoption of some scheme for the reduction of the present bonded and stock capital of this Company, and for the adjustment of its other liabilities.

Statement of the Bonded and Floating Debt, and the Capital Stock of the Ohio and Mississippi R. R. Co. to January 1, 1859.

First Mortgage Bonds and Interest	\$2,193,500
Old 2d do.	316,995
Construction do.	4,637,920
Income do.	3,591,185

Total Bonded Debt.....\$10,739,600
Old Floating Debt and interest..... 140,000 |

Due contractors, Messrs. Aspinwall & Associates and interest..... 368,400 |

Capital stock of the Company 6,300,000 |

City of Cincinnati—Capital stock, for which is held \$1,000,000 in stock as collateral 600,000 |

Total.....\$18,148,000

Annual Interest on Bonded Debt at 7 per cent. \$690,900 |

Annual Interest on Floating Debt at 6 per cent. 30,550 |

Interest on City Debt, after 1861, at 6 per cent. 36,000 |

Interest on over-due Coupons, \$870,000 at 7 per cent. 60,000 |

Total Annual Interest.....\$818,300

At a meeting of the stockholders of the Ohio and Mississippi road, Eastern Division, held in New York on the 6th, a plan of capitalization proposed by the Directors was adopted. This scheme reduces the general account from about \$19,000,000 to about \$12,000,000. The stockholders relinquish to the Company 90 per cent. of their stock, and the bondholders, excepting those under the 1st mortgage, relinquish a certain proportion of their bonds, receiving in return an equal amount of stock.—By this arrangement the debt of the Company is reduced to about four and a quarter millions, the interest upon which the earnings are

abundant to pay, leaving a surplus which for two or three years it will be necessary to expend upon the road.

Illinois Central Railroad.—Locomotive Performances for October, 1858.

We give below a summary of the monthly statement showing the performance of locomotives on the Illinois Central Railroad for the month ending October 31st, 1858. The length of road is as follows:—Chicago Branch, 252 miles; South Division, 230 miles; North Division, 224 miles: total, 706 miles. Whole number of engines, 113. Number of miles run by passenger trains, 82,096; do. freight trains, 75,806; do. construction trains, 20,146; do. wood trains, 3,670: total, 181,718. Pounds waste used, 2,002½; pounds tallow, 79½; gallons oil, 1,337½; cords wood, 3,142; tons coal, 917.96. The wages of engineers and firemen amounted to \$6,767.40. Cost of repairs, \$8,106.74. Value of waste, tallow and oil, \$1,271.47. Value of wood and coal, \$14,016.27. Cleaning engines, \$1,277.42;—making the total cost, \$31,439.30.

The following will show the various items distributed among the three Divisions of the road:—

	Passenger Trains.	Freight Trains.	Construct'n Trains.	Wood Trns.	Total.
Chic. Br.	30,414	39,148	5,233	2,516	77,311
South Div.	24,771	19,598	4,674	4	49,047
North Div.	26,911	17,060	10,239	1,150	55,360

	Lbs. Waste.	Lbs. Tallow.	Gallons Oil.	C'ds Wood.	Tons Coal.	Wages, Engin'm'n & Firemen.
Chic. Br.	1,069	594	1,272	514.96	2,926.61	
South D.	400	368	918	1,709.20	
North D.	563	79	375	950	403.00	2,181.59

	Repairs.	Value Waste, Oil, etc.	Value Wood and Coal.	Cleaning Engines.	Total Cost.
Chic. B.	3,858.65	580.91	5,952.44	482.34	13,800.95
S'th D.	1,683.75	331.04	3,583.12	245.83	7,552.94
N'th D.	2,664.34	359.52	4,480.71	549.25	10,085.41

	Oil, Waste, etc.	Wood & Coal.	Wages Eng'r & Firemen.	Repairs.	Cleaning Engines.	Total.
Whole Road..	.61	7.71	3.72	4.46	.70	17.20
Chicago Br. .	.75	7.70	3.78	4.96	.62	17.85
South Division	.67	7.31	3.49	3.43	.50	15.40
North Division	.65	8.09	3.85	4.63	.99	18.21

The above oil includes that used in head lights, and in lamps of engineers. Wood is rated at \$3.90 per cord; coal, \$1.92 per ton, loaded on tenders, re-building, superintending, teaming, and all other expenditures appertaining to repairs, are included in the above cost of running locomotives.

Indianapolis and Cincinnati Railroad.

The Cincinnati Commercial is informed that this Company is likely to be able to declare a January dividend from the earnings of the road, of the two hundred thousand Bonds (ten per cent.) maturing on the 1st prox. One hundred and seventy thousand have been cancelled during the week, by paying 15 per cent. cash, and delivering new seven per cent. bonds for the balance,

Long Island Railroad.

The following is a statement of the operations of the Long Island Railroad Company for the past two years, ending with October 1st, each year:—

	1857.	1858.
Miles run by passenger trains.....	145,926	145,360
Do. do. freight and other..	73,528	68,487
Total mileage of trains..	219,454	213,847
Number of passengers carried in the cars	387,135	360,130
Equivalent number carried one mile.....	9,255,867	7,380,760
EXPENDITURES:—		
Repairs of road, bridges, dock and buildings..	\$43,625 61	\$37,742 33
Repairs of engines and tenders	20,112 84	14,661 12
Repairs of passenger, baggage and freight cars	15,323 51	11,867 24
Repairs of tools and machinery in shops..	500 00	450 00
Incidental, includ'g oil, fuel, etc., about shops, Office expenses, stationery, etc.	1,820 00	1,832 50
Agents and clerks.	1,846 64	1,799 47
Labor, loading and unloading freight	7,980 00	8,560 00
Porter, watchm., switch tenders, etc.	16,140 00	13,618 90
Wood and water station attendance	6,005 00	5,692 00
Conductors, baggage & brakemen.	2,100 00	2,100 00
Engineer and firemen..	8,000 00	8,000 00
Fuel—cost, labor of preparing for use	11,286 00	8,705 00
Oil waste for engines, etc.	41,204 21	36,249 22
Damages	4,501 60	4,501 77
General superintend'nce and salary	904 83	519 50
Contingencies, Insurance, Law, etc.	8,000 04	7,416 66
	13,932 92	10,500 41
Total transportation expenses	\$203,283 37	\$174,215 05
Interest paid on Funded Debt.....	34,125 06	33,077 39
Rent of Brooklyn and Jamaica and Syosset railroads and depot..	41,074 26	38,859 45
Payment to surplus fund	1,000 00	1,000 00
Land purchased	1,000 00	25 00
Old fire bonds paid	1,626 00	394 06
Equipment account ...	10,486 12	453 00
Expenses of every kind, \$292,694 81		\$248,023 95
RECEIPTS:—		
Passengers	\$195,083 43	\$185,197 20
Freight	116,177 30	121,064 72
Mail, rent, interest and unloading	10,781 24	12,267 67
Total receipt from business	\$322,041 97	\$318,529 59
Deduct total expenses..	292,594 81	248,023 95
Net surplus over expenses, rents and interest. \$29,447 16		\$70,505 64

Illinois State Debt.

The creditors of the State of Illinois are notified that on the 1st of January next nine hundred thousand dollars will be divided upon such bonds as may be presented at the State Comptroller's office. The Chicago Democrat, in making the announcement says:

"Should this money not all be taken, our people will take prompt measures to get rid of the two mill tax, which has always been an unpopular one. If this were repealed our State might fail to meet its interest, and our bonds would fall again. It is

to be hoped that every bondholder of Illinois will send on and get his pay."

Imperial Lubricating Oil.

This oil is being extensively used in various parts of the country for railroads, mills, machine shops, steamboats, etc. Wherever used, we are assured that it has met with unqualified approval. It has been tested thoroughly, by parties competent to judge of its merits. It is in every respect unlike any other oil now in use. It contains none of those deleterious properties so often found in lubricating oils. We have before us a circular of the manufacturers, Messrs. J. C. HULL & SONS, of this city, in which it is claimed for it—

1st.—Its first cost (90 cts. per gallon) is less than any oil in use of known merit or acknowledged worth.

2nd.—It will not in any way gum or clog up any journal or bearing; all the gum in the oil being entirely decomposed.

3rd.—It will keep all journals and bearings cool, clean and bright as new, thus not only saving wear and tear, but saving also no inconsiderable amount of motive power.

4th.—It is fully as durable as any oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th.—It is sweet and clean and entirely free from all odor or unpleasant smell.

The above are considered as claims of great moment, and it is confidently believed will be fully sustained by trial.

The above claims of the proprietors are fully confirmed by certificates from various parties who have made use of it. The Chief Engineer of the steamer North Star, says that "it answers entirely the high recommendations urged in its favor"—that "it is superior to any lubricating oil he has ever used," and he thinks "it must take precedence of any heretofore introduced." The engineer of Messrs. H. A. Burr & Co., states that "it does not in any way gum the journals"—it "possesses great body," and "is very durable." The engineer of the steamship Atlantic says that it "does not gum or heat in the least," and recommends it as "well worthy the attention of all persons requiring a lubricating agent." The car inspector of the New Haven R. R. says "it does not require renewing so often as other oils—some of the cars having run over 9,000 miles without renewing the oil, consequently making a saving to the company of 20 to 25 per cent." The chief engineer of the steamer Vanderbilt says he has "never had a single bearing or journal heat in the least since using this oil." Messrs. M. M. White & Co. have been using it at the Globe Iron Works in this city for several months. They pronounce it "free from gum and very durable," and recommend it as "an excellent oil." The proprietors of the Pioneer Planing and Sawing Mills "use it upon circular saws running 4,000 revolutions per minute; it keeps them perfectly cool and clean, removing all the old gum left from the use of other oils."

Numerous other certificates are given from reliable parties, who all concur in pronouncing it an excellent oil—free from gum—exceeding durable—and as having given entire satisfaction. The advertisement of this oil will be found on another page; and the manufacturers, Messrs. J. C. HULL & SONS, at their extensive establishment, Nos. 108, 110, 112, 114, 116, and 118 Cliff St., in this city, where circulars may be obtained, and where all orders for trial, without reference to quantity, will receive particular attention.

Chicago, Iowa and Nebraska Railroad.

We learn that there are now some 60 miles of this road in operation. The iron has all been purchased, and it is confidently expected that it will be completed to Cedar Rapids, 81 miles, sometime before or during April next.

The Cedar river is navigable for small steamers to Waterloo, 60 miles above Cedar Rapids, and during the last summer one has been plying successfully between these two points. Waterloo is only five miles below Cedar Falls and about seventy miles south of the Minnesota line. The opening of the railway to Cedar Rapids will draw an immense trade from the Cedar Valley, and it is one of the richest, best cultivated and most populous portions of Iowa. The sixty miles of river navigation will command for the road the entire trade of north-western Iowa. Several of the citizens of Clinton and the directors and stockholders of the Iowa and Nebraska Railway have formed a company to build what will answer all the purposes of a bridge. They build under a bridge charter, and can complete one whenever it shall be deemed desirable. The plan is this:

The sloughs between Little Rock Island and the Illinois shore are to be bridged, and a railway track laid down, to connect, for the present, with the Galena Air Line Road. The main channel, between the Island and the Iowa shore, is 700 feet wide, and with convenient slips on each side, six hundred feet will still remain open for navigation.

The water is deep, and with the strong current seldom or never freezes.

It is proposed to build a large steam ferry boat to run between these slips, on which a track will be laid—the cars of all kinds run on board, and the crossing will be made in the same manner that it is so successfully accomplished at the ferry of one of the Canada roads, near Buffalo. This arrangement, it is believed will not cause a delay beyond five minutes at most, and if the interest on the cost of an expensive bridge be considered, it will be vastly cheaper. Besides the entire channel of the river will be left unobstructed, and there will be no quarrels with the steamboat men to defend. The only practical difficulty that suggests itself is the rise and fall of the Mississippi, and this, it is believed, can be readily obviated in part by floating docks, and by having the track upon the boat adjusted by screws, as the river slowly rises and falls. A portion of the work is to be put under contract within the next few weeks, and it is believed that the whole can be finished and put in successful operation during the next season. The estimates show that the entire expense of the boat, abutments and track to the Illinois shore will not exceed \$100,000.

The energy which has enabled this company, despite the fearful commercial revulsions through which we have passed, to proceed steadily with the work, and week by week push it onward toward the Missouri, is worthy of all praise. The owners of this road have entire confidence that it will prove a highly remunerative investment. Most of them have the solid capital to back up their opinions, and hence its onward progress and its ultimate success.—*Chicago Tribune.*

Railroad to New Orleans.

* The several lines of railroad between this city and New Orleans have been pushed forward with an energy so well directed that there remain but two or three narrow gaps to be filled before a continuous line of rail will stretch from Cincinnati to New Orleans. The various lines will make connections as follows:

The Ohio and Mississippi, from Cincinnati to Sandoval; Illinois Central, Sandoval to Cairo; steamboat on the Mississippi to Columbus, (a town in Kentucky, 20 miles from Cairo;) the Mobile and Ohio Railroad, from Columbus, Ky., to Jackson, Madison county, Tennessee; Mississippi Central and Tennessee Railroad, from Jackson to a point in Tennessee called "Grand Junction," on the Memphis and Charleston Railroad, 52 miles east of Memphis; the Mississippi Central Railroad, from this Junction to Canton, Mississippi; and lastly, the New Orleans and Jackson Railroad from

Canton to New Orleans. The only uncompleted portion of this route is a distance of 70 miles, on one portion of the Mississippi Central road. This 70 miles is already graded, the ties, trestle-work, and bridges are progressing favorably, and the iron for the track is purchased, and it is to be on the ground before the first of July next. The whole will probably be completed before the first of December, 1859. At present a line of excellent stage coaches run over the 70 miles. The present condition of this great route, then, is as follows:

	Miles.	Hours.
Cincinnati to Sandoval Junction..	279	13
Sandoval to Cairo.....	118	5
Cairo to Columbus, boat	20	2
Columbus to Jackson, Tenn	87	6
Jackson to Junction.....	50	3
Junction to Coffeeville.....	85	5
To Durand, stage.....	70	20
Durand to Canton	38	2
Canton to New Orleans.....	306	11
	1,053	67

—*Cincinnati Commercial.*

Kenosha and Rockford Railroad.

A passenger train has commenced running regularly on this road. Kenosha is some 55 miles north of Chicago, and Rockford is the point at which the Galena and Chicago road crosses Rock river.

Pennsylvania Canals.

We learn from the *Harrisburg Patriot and Union* that the Pennsylvania Railroad Company intend placing their portion of the late State canals in complete repair by next spring, and will hereafter aim to facilitate navigation to the best of their ability. They have concluded to transfer all their heaviest freight from the railroad to the canal. The entire main line is to be deepened, for the passage of larger sized boats.

Marietta and Cincinnati Railroad.

The Directors of the Marietta and Cincinnati Railroad have issued a circular under date of December 2, of which we give the substance, as follows:

"About a year since, the Board of Directors of this company were favored with a visit from an agent of the foreign bondholders, representing a majority of first and second mortgage bonds. He gave the strongest assurances that those he represented had no wish or intention to foreclose these mortgages, provided their interest could be secured from the earnings of the road. A plan was agreed upon with him, by which it was proposed to raise additional capital to finish the road.

In the meantime, every effort has been put forth to improve the track and machinery, increase the traffic, and secure the confidence of the public in the safety and regularity of the trains. In all these respects, encouraging progress has been made. It was hoped that these unwearied efforts to preserve and improve the property would have secured some degree of consideration. But the only response that comes to the plan mutually upon is, the report that an odious speculative combination has been entered into, by which the foreign bondholders propose to pay ten per cent. of their entire investments to hungry adventurers—provided they succeed in forcing a sale of the road—thus cutting away from all sympathy with other interests, and interposing an insurmountable barrier to anything like conciliation or compromise.

The threatening character of this scheme aroused the holders of third mortgage bonds to protect their interests by a resort to the courts.

Accordingly, suit was brought by a majority of this class of creditors, in the Common Pleas Court of Ohio, on the 27th November, making the company the trustee of first and second mortgages, and judgment creditors, defendants.

The prayer of the plaintiffs for an injunction and the appointment of Receiver, was granted, and the property has now passed, by order of the

Court, from under the control of the Board of Directors."

The circular then states the position of the parties in interest, as follows:—1. The 1st and 2nd bondholders claim the right to the road, and to its earnings in case of sale. 2. The 3rd bondholders claim that their right to the road is almost exclusive, and that they have the only lien on the rolling stock. 3. The stockholders claim that the sovereignty of the road cannot be alienated from them without direct legislative authority. 4. Still another class claim a share in an equitable division of the spoils.

It is very certain that if litigation is protracted, the property is ruined. As the main object of all is revenue, it is urged upon them to adopt some better method of settling their controversies than by lawsuits. The circular says:

"Lawsuits will not produce income. Large contingent fees, paid to outside adventurers, will not save bridges from destruction, nor ballast the track.

An immediate effort must be made to increase the traffic of the road. The first and most important step in this direction is to secure a rail connection with the Baltimore and Ohio Railroad. To accomplish this object an independent company has already been organized, with power to construct a railroad, nine miles in length, from Scott's Landing to a point opposite Parkersburg, Virginia. It is proposed that the amount necessary to accomplish this shall be advanced by those interested in the home securities, and repaid out of the earnings of the new road.

It is understood that a strong local influence can be enlisted in the construction of a line to Dayton. If the foreign bondholders will furnish the iron and the cost of laying it down, the completion of this most valuable connection can be secured.

With these lines built, the earnings will be sufficient to ballast the track, finish the tunnels, and provide sufficient rolling stock.

In this way, by a very small outlay of capital, if all parties will exercise forbearance, and work together, the road can be made to work itself out of difficulty. The traffic which fairly belongs to the road is amply sufficient to accomplish these ends, and when accomplished, every creditor can depend safely upon receiving his interest.

Wisconsin.

Assumption by the State of County and Farm Mortgage Railway Bonds.—The advocates of this policy in Wisconsin have issued an address to the people of the State, discussing the subject at great length. The conclusions of the committee, which we here subjoin, embody the points presented in the address:

1st. That an absolute necessity exists for relief.
2d. That the State is the *only* source from which relief can come.

3d. That the State at large has derived incalculable benefits from the construction of the railroads within its borders; that, therefore, as a simple matter of justice, it is the *duty* of the State to afford relief to a reasonable extent to parties who have involved themselves for the common wealth, to construct or aid in the construction of these roads, to wit: farm mortgagors, cities, towns and counties.

4th. That it is the *duty* of the State to afford this relief for the additional reason that by her laws she has encouraged the issuing of city, town and county bonds in aid of railroads, while her general policy in regard to railroads, in the indiscriminate granting by the Legislature of rival charters, has tended to depreciate the value of the securities of roads actually in progress and completed, and thus impaired the ability of *bona fide* companies to fulfil their engagements.

5th. That the State would suffer far more in the depreciation of property, and general stagnation of business, loss of character, capital and credit,

by repudiation, than by paying many times the amount of those debts.

Southern Pacific Railroad.

A meeting of the stockholders of this road, held on the 10th at Cincinnati, was quite largely attended, and unanimous in expressing their approbation of the proceedings of the late Louisville Convention. It was resolved by the meeting, "that the committee having in charge the funds paid by the stockholders both on instalments and as loans, be and are hereby instructed not to pay over or in any way use said funds unless they are fully satisfied that the terms of the late compromise with the new Company will be complied with by the 15th of January, 1859, and the old Company thereby restored to all her property, rights and franchises, and that we deem it inexpedient and unsafe to pay any part of the debt, owing to the new Company on the 15th of January, unless the whole amount (\$327,000) be paid at that time."

The Chairman of the Committee appointed at Louisville to collect the assessment of fifty cents per share from Cincinnati stockholders, reported that there had been paid to him six thousand dollars, which, added to that already known to be collected and in readiness, would make a total of one hundred and seventy-four thousand dollars, as follows:

Louisville.....	\$140,000
St. Louis.....	28,000
Cincinnati.....	6,000

Total.....\$174,000

Leaving but a balance of one hundred and fifty-three thousand dollars yet to be raised, which can be easily done, as proposed at Louisville, by disposing of a portion of the surrendered stock, at two dollars per share, or even less.

Journal of Railroad Law.

PERSONAL INJURY RESULTING IN DEATH.—RIGHT OF ACTION AT COMMON LAW.

Two cases have recently been tried in the Supreme Court of this State, at the Oneida Circuit—or rather the same case twice tried,—in which the questions of the right of a civil action for the killing of a human being, as withheld by common law, and as given by statute, are quite fully discussed. The case is that of *Green vs. the Hudson River Railroad Company*. The plaintiff was the husband of Eliza Green, who lost her life on the 9th day of January, 1856, by a collision of the cars on the defendants' railroad. The complaint avers that the deceased became a passenger on the train from Albany to New York, under the usual engagement to be safely carried, and that by the gross carelessness and unskillfulness of the agents of the company the accident occurred by which the death was caused. The plaintiff then avers, that, as the husband of the deceased, he has lost and been deprived of the comfort, benefit and assistance of his said wife, which he otherwise would have had, to his damage fifteen thousand dollars. To this complaint the defendant interposed a demurrer, that it did not state facts sufficient to constitute a cause of action.

The action, as first brought, was not based upon the statutes of 1847 and 1849, giving a right of action in such cases to the administrator or next of kin of the deceased; but judgment being given for the defendant on the demurrer, as appears below by the opinion, the plaintiff subsequently availed himself of the statute and brought his suit as administrator of the deceased. The opinion

rendered in this second suit we shall give next week.

We are obliged to abridge considerably the opinion sustaining the demurrer, but present the main points of interest.

BACON, J.—The case as stated, presents the naked question, whether, at common law, a husband can maintain an action for injury to his wife, where the effect is her instantaneous death, as is conceded to have been the fact in this case. I should hardly have deemed the point one that was susceptible of much discussion; but the question has been seriously presented by the plaintiff's counsel, and sustained by an argument of very considerable force and ingenuity. If this question were now for the first time agitated, I should concede that there is great plausibility, at least, in many of the views taken by the counsel, and go far to uphold the right to recover for an injury that strikes the mind as one of the most serious and painful to which we can be subjected, and which, in this particular case, was attended by the loss of a life for which no amount of pecuniary compensation can atone. The counsel for the plaintiff insists that this action can be maintained upon the broad principle that there can be no wrong without an appropriate remedy; that the maxim applicable to personal injuries, of the non-liability of the wrong-doer upon the supervening death of the sufferer, has no relevancy to this case, and as the act of defendant did not amount to a felony, the civil remedy is in no respect lost or impaired.

But I suppose the question has been too long settled, both in England and in this country, to be disturbed; and that it would savor somewhat more of judicial knight-errantry than of legal prudence, to attempt to unsettle what has been deemed at rest more than two hundred and fifty years. One of the earliest cases in the books is *Higgins agt. Butcher*, which arose in the time of JAMES I., about the year 1600, and is reported in Brownlow, and also in Yelverton, and cited in Hoy with approbation. The case is reported in Yelverton as follows: "The plaintiff declared that the defendant assaulted and beat one A., his wife, on such a day, of which she died such a day following, to his damage, etc." And in a note to the case, it is said that as the action was brought to recover damages for the injury to the wife, it is very clear that it could not be supported.

[The learned Judge here cites another English case, that of *Baker agt. Bolton*, tried before Lord ELLENBOROUGH in 1808, which lays down the rule that, "in a civil court, the death of a human being cannot be complained of as an injury;" and comparing it with subsequent cases, he discusses the principles upon which the doctrine is supposed to be based. He then proceeds:]

Without seeking further, however, for the reason on which the rule is founded, it is sufficient for the present purpose, that the rule has long existed in England; and were other proof wanting, the fact is evidenced in the strongest manner by the existence of the statute of 9 and 10 Victoria, which contains the recital in the first section: "Whereas, no action at law is now maintainable against a person who by his wrongful act, neglect or default, may have caused the death of another person, and it is oftentimes right and expedient that the wrong-doer, in such cases, shall be answer-

able," etc. So good a lawyer as he who drafted this act, would not have put such a proposition in the shape of a legal enactment, nor the Parliament of England. Engaged in a work of manifest supererogation, unless it had been true that, by the law of the land, as thus far expounded by its authorities, "ancient, constant and modern," in the words of Coke, no remedy whatever existed for the wrong for which it was the purpose of this act to provide a remedy.

It can scarcely be necessary to review, at any length, the cases in this country which have affirmed the same doctrine. They will be found, with a single exception, I think, to follow the same rule, deriving it indeed from the same source, but affirming in the strongest manner its binding authority. The case of *Carey agt. Berkshire Railroad Company* (1 Cush., 475) was an action on the case to recover by a wife for the loss of her husband by the carelessness of defendant's agents. It was not founded upon the Massachusetts statute, which had provided a remedy by indictment and fine, which was bestowed upon the widow and heirs for their indemnity, but was a common law action, seeking a private remedy solely. The court held that the action could not be maintained, and they cite the case of *Baker agt. Bolton*, and the principle laid down by Lord ELLENBOROUGH, with approbation, and add: "Such we cannot doubt is the doctrine of the common law, and it is decisive against the maintenance of this action."

[Several other American cases to the same effect are here cited and commented upon: particularly, *Hallenbeck vs. Berkshire Railroad Company*, (9 Cush., 480); *Safford vs. Drew*, (3 Duer, 637); *Quinn vs. Moore*, (15 N. Y. Rep., 436). The only exception to the uniform current of decisions, is stated to be the case of *Ford vs. Monroe*, (20 Wend. 210,) which the learned Judge pronounces to be anomalous, sustained by no precedent, and in plain conflict with all previous authority. He concludes as follows:]

I am constrained, by these considerations, to reject the authority of this case, (*Ford vs. Monroe*), and abide by the common law rule, that an action by the husband for the loss of his wife, by the careless and negligent act of a third party, can only be sustained where some period intervened between the time of the injury and the time of dissolution, during which he can be said to have suffered the loss of her service and society, and incurred expense and undergone anxiety and distress upon her account. Where death is the concomitant of the collision, and life departs at the instant the shock is received, no action for loss of service can be sustained, because there is no time during her life when it can be said that the husband has lost the service and society of his wife in consequence of the injury complained of. This may be thought a narrow ground upon which to place any right of recovery, but there is no other on which the common law rule can be overcome, which declares that the mere death of a human being cannot be complained of as a civil injury to be compensated in damages.

I should have been happy in this case to have arrived at a different conclusion, but the law will not bend to accommodate our private views or gratify our personal desires. I have no alternative but to administer the law as I find it—no dispen-

sation from its injunctions to stand by its ancient landmarks. "*Non quita movere*" is a good maxim in jurisprudence, however much it may be disregarded in civil and political affairs.

There must be judgment for the defendant on he demurrer with costs.

South Side Railroad.

We have received from JAMES E. CUTHBERT, Esq., Treasurer, a copy of the ninth annual report of this Company, for the fiscal year ending September 30th, 1858, from which we learn that the receipts from transportation during the past year have exceeded those of the previous year by \$20,025 94. The expenses of conducting the business of the road for the same time was 51 per cent. of the earnings against 53 per cent. for the previous year—the net income being 5½ per cent. upon the cash cost of the road, and 10 per cent. gain over that for the previous year. The following is a statement of the receipts and expenses during the last fiscal year:

Passenger receipts from all sources ..	\$137,495 25
Mail service	14,971 29
Freight receipts	222,830 25

Making the total receipts.....\$375,296 79

—Attended by the following expenses:

Running expenses	\$132,607 56
Salaries of officers, &c.	28,665 52
Maintenance of way	37,851 39

\$199,124 47

L'ss stock on h'd, 28,634.35

Less inventory of
last year.....21,461.65 7,172 70

Net expenses and earn's. \$191,951 77 \$183,345 02

The funded debt of the company is (to the State).....\$800,000
Bonds bearing 6 per cent. (to individuals). 925,000
Bonds bearing 8 per cent. " 133,500

Total\$1,858,000

The interest upon this sum, including sinking fund upon the \$800,000 due the State, amounts to \$122,180, leaving a balance, after deducting running expenses and interest on the funded debt, of \$61,160 02, or 4½ per cent. on the capital stock of the company.

The gross receipts from passengers and tonnage per mile were.....\$2,821 98

Net receipts per mile.....1,378 61

Receipts from tonnage alone, per mile.. 1,775 41

The following extracts from the President's report presents in a clear light the present condition and future prospects of the company:

It will be seen from the Treasurer's report, that the debt of the company, other than the funded debt and arrear of interest due to the State, exceeds at the close of the fiscal years 1857-8 the similar debt for the year 1856-7; but when we take into estimate the fact that we paid the July instalment to the State of \$28,000, and add the excess of inventory of 1858 over 1857 of \$7,172.70, and the excess of assets of 1858 of \$23,003.68, the actual condition of the company is better at the end of the last fiscal year by the amount of \$19,172. The amount of rolling stock purchased during the last fiscal year is \$27,563.16, and the amount paid in cash during the fiscal year on account of construction is \$31,411.76.

The amount of floating debt above spoken of, was, at the close of the last fiscal year, \$97,273.55; to meet which we have, of cash in hand, \$25,405.94, bills receivable \$10,000; due from railroad companies and the post office department \$25,716.41, other sources, \$25,756.05, making the sum of \$86,878.40; leaving a balance to be provided by the earning of the road of \$10,395.15, which can be more than met by one-half of the receipts on one month. There will, however, fall due on the 1st

January, 1859, to the State	\$28,000 00
Interest to individuals	33,040 09
Add deficit as above	10,395 15

Total amount to be met in Jan. 1859, \$71,435 15

—To meet which, we have the earnings for three months, estimated at \$40,000 per month, from which can be spared about \$3100,000, leaving a balance on hand January 1st, 1859, of \$28,564.85. There will fall due July 1st, 1859, the first instalment of the fund debt amounting to...\$72,000 00
Interest to the State and individuals... 61,040 00

\$133,040 00

From which deduct estimated cash balance of January 1st, 1859..... 28,564 85

Leaving a balance to be provided for of \$104,475 15

The receipts for the six months from January to July may safely estimated at \$200,000, from which a sufficient amount can be spared, after deducting expenses of all kinds, to meet the above sum of \$104,475 15.

The various works which were under construction at the date of the last report are either completed or will be by the winter. The workshops are finished and in full operation; the engine houses at Petersburg and Lynchburg are finished; the High Bridge is now arched from "pier to pier," and is beyond doubt perfectly safe. The insurance upon it has been increased, watchmen and a supply of water are kept upon it, and when the covering of the top with sheet-iron is completed, it will be safe from fire, except at the hands of an incendiary. All of the other bridges have been thoroughly repaired and weather-boarded, and three of them arched. Water has been introduced into the depot grounds at Petersburg, and all other precautions taken against fire. The costs of construction during the past year is about \$71,000, and has either been paid or else appears in the bills payable, and will be provided for as above.

Of the eight per cent. bonds, authorized by the stockholders, there now remains the sum of \$117,500 unsold. It will not be necessary to make further sales. Since the last meeting of the stockholders, \$4,500 of them have only been sold, and proceeds applied as per statement of treasurer.

The machinery of the road is in excellent order. One new engine has been purchased, three new passenger cars are under construction and one second-class car. When these are completed, the equipment of the road will be much more valuable than at any former period, and fully sufficient for the business. We have eighteen engines, seventeen of which are in active service. The trains have been run with dispatch, regularity and safety; no accident of moment has occurred, no machinery has been broken to pieces, during the year no connection has been missed with the mail train, and at the same time an increased number of trains have been run, at a less cost of two per cent.

Upon the opening of the Tennessee and Virginia Railroad in June last, through tickets were at once arranged over your line of road to all points of the south and southwest, with the most gratifying results. The passenger receipts have increased for this period about \$18,000, and amount now, for the connections alone, to from \$10,000 to \$12,000 per month. The tickets are arranged at a lower rate than your directory desire, and the fare will no doubt be increased; yet it was deemed best for your road, in the first opening of the line, to accept *pro rata* rates at a low figure, and to unite in the preservation of harmonious action.

The Norfolk and Petersburg road was opened in September last, and we now have to congratulate you upon the completion of an unbroken line of railroad through the heart of Virginia, from the Atlantic coast to the Mississippi valley. In another year, we may have cause to renew the congratulation, upon the extension of the line to New Orleans, with its diversified ramifications throughout the entire South. By the first of December next the road will be completed from Cleveland to Chattanooga, not only rendering our line shorter and straighter, but making it independent of the Geor-

gia State road, whose interest seems antagonistic to ours, and has compelled us heretofore to conform to its wishes. We can see no reason why the travel on your line will not be maintained; and although the cut-off from Lynchburg to Alexandria must take a large portion of the hurrying travel, yet upon the completion of the southern lines now in progress, and the shortening of others, the stream of travel will be so great, that there will be enough to supply every channel.

The following table will show the monthly earnings and disbursements during the year:

	Receipts.	Disbursements.
October, 1857.....	\$45,393 01	\$40,369 96
November	26,046 39	21,365 76
December	33,364 50	22,293 78
January, 1858	47,797 74	76,517 80
February	23,202 91	20,619 86
March	27,850 20	32,828 13
April	44,593 94	43,662 59
May	39,880 11	29,397 43
June	39,231 84	24,029 37
July	64,284 28	82,093 65
August	42,019 72	34,496 23
September	44,056 30	38,697 15

Totals\$477,720 94 \$466,471 71

GENERAL STATEMENT,

Dating from the Organization of the Company to Sept. 30th, 1858.

RECEIPTS.

Capital Stock subscribed by—

State of Virginia.....	\$803,500 00
City of Petersburg	300,000 00
Town of Farmville.....	20,000 00
Farmville Corporation..	200 00
Individuals.....	248,100 00
	\$1,371,800 00

Coupon Bonds issued—interest payable semi-annually:

Six Per Cent. Bonds.

Payable 1st Jan., 1870..	\$150,000 00
" 1st Jan., 1875..	150,000 00
" 1st Jan., 1885..	87,500 00
" 1st Jan., 1868..	87,500 00
" 1st July, 1859..	72,000 00
" 1st Jan., 1862..	78,000 00
" 1st Jan., 1872..	100,000 00
" 1st Jan., 1870..	200,000 00

925,000 00

Eight Per Cent. Bonds.

" 1st Jan., 1861..	68,000 00
" 1st Jan., 1863..	28,000 00
" 1st Jan., 1866..	13,500 00
" 1st Jan., 1867..	6,000 00
" 1st Jan., 1869..	18,000 00

133,500 00

Loan made by State of Virginia, bearing 7 per cent. interest (one per cent. redemption fund)

800,000 00

Transportation earnings over the Main Stem and City Point Branch, connecting lines, and for mail service, from organization to date. . .

953,728 09

Rent of Company's property, for rent of City Point Wharves, and for premium on northern exchange, from organization to date

5,122 43

Articles unclaimed, disposed of at auction, from organization to date.

798 95

Interest received on bills received discounted

344 31

Liabilities of Company to date:

Bills payable	\$49,391 32
Hiring bonds payable Jan. 1st, 1858.....	27,296 00

Accumulated interest due the State of Virginia..180,500 00

Railroad Companies connecting with road, 551 33

Open accts. for purchases on acct. of Company and pay roll..... 18,922 26

Suspended debt..... 1,112 64

227,173 55

\$4,468,067 48

DISBURSEMENTS.

Construction	\$3,000,797 64
Equipment	362,263 18
Maintenance of Road	171,016 08
General management	153,645 42
Discount	165,245 19
Interest	520,221 47
Real estate at City Point	8,000 00
Liabilities from others to company	61,472 46
Cash in city banks and Treasurer's hands	25,405 94
	\$1,468,067 33

The officers of the Company are:

Executive Department.

THOMAS H. CAMPBELL, *President.*

LEMUEL PEEBLES, *Vice President.*

John W. Wilson, Thos. Branch, W. G. Birchett, Robert J. Davis.

JAMES E. CUTHBERT, *Treasurer.*

G. W. ALLSUP, *Superintendent.*

H. D. BIRD, *Civil Engineer.*

Sacramento Valley Railroad.

The Sacramento Valley Road, the first railway in California, reports a cost of \$1,547,100, viz:—

In Capital stock	\$791,100 00
First Mortgage	400,000 00
Second do.	356,000 00

Total.....\$1,547,100 00

The gross earnings for 1858, were....\$185,108 20

Expenses of running the road and maintaining it.\$82,382 80

Construction account 15,624 31

98,007 11

Net receipts, 1858 \$87,101 09 |

Same time, 1857 69,741 73 |

Increased net earnings for 1858....\$17,359 36

Southern Pacific Railroad.

At a recent meeting of the New Orleans subscribers to the stock of the Southern Pacific Railroad, Col. Mills made some interesting and encouraging statements concerning the condition and prospects of this road. From his statement we learn that the parties who had forced the sale of the road in Texas had been constrained by public opinion in Harrison County, and the country generally, to agree to a compromise, the basis of which had been proposed by Dr. Fowlkes. The terms were, that a committee of five gentlemen should be appointed to lay down the conditions of the compromise, and both parties entered into bonds of \$500,000, to abide by the decision of the committee. The five gentlemen were selected on account of their well-known intelligence and integrity, and there could be no question that they would do their duty in good faith to all parties. Their award had already been published. Its most important feature was that the stockholders should provide for the payment of the amounts due to the company, which had forced the sale, in three, five and seven months. The amount of claims made by the selling company was \$327,000, but he had no doubt the committee would reduce the total amount of their claims to \$200,000. There were some debts due by the company not included, but they did not amount to much. He thought that the meeting, on examining the state of the affairs of the undertaking, would be satisfied that they were in a very wholesome condition, notwithstanding the manner in which they had been mismanaged.

The company has twenty-five miles of road completed and in running order, at a cost of \$22,000 per mile, worth, therefore, \$550,000; of land accruing they have 256,000 acres, which, at the low estimate of \$5 per acre, will produce \$1,080,000, making a total of \$1,630,000. Deducting \$400,000 for the indebtedness of the company—far above the mark as well as could be ascertained—would leave \$1,230,000 of unincumbered assets. On the completion of fifty miles, at a corresponding cost,

making the amount of its value \$1,100,000, there will be 512,000 acres of land accruing, which, at the same rate, will be worth \$2,560,000, and the State loan of \$300,000, making the total of the assets then \$3,960,000. This would be an ample basis on which to build the next fifty miles at a cost of \$1,000,000; and in a like, or rather in a much greater ratio, the means of the company will be augmented as the work progresses. On the completion of the road to the Rio Grande, a distance of 700 miles, at a cost of \$20,000 per mile, it would represent assets to the value of \$14,000,000; the land accruing, 7,168,000 acres, at the very low average of \$7 50, would represent \$53,760,000; and the cost of building the road being paid, there would be assets to the amount of \$39,760,000 in the possession of the company, and one of the best paying roads in the world. The road extended to the Pacific, a distance of 800 miles from El Paso, at a cost of \$30,000 per mile, would still leave the company \$15,000,000 of assets; and 1,500 miles of road completed, the annual revenue from which, allowing \$3,000,000 a year for repairs, he had roughly estimated at \$12,500,000, or \$15,500,000 in gross; namely, from 150,000 travelers, which is fewer than those who now cross the continent, at \$70 each, \$10,500,000; from freight, \$3,000,000; from transportation of mails, troops, subsistence and material of war, \$2,000,000.—*St. Louis Rep.*

Post Office Notices.

THE MAILS for EUROPE, via Liverpool, per Steamer *City of Washington*, will close at this office on SATURDAY, the 18th day of December, at 10 o'clock A. M.

ISAAC V. FOWLER, Postmaster.

THE MAILS for CALIFORNIA and SOUTH PACIFIC COAST, per U. S. Steamer *Moses Taylor*, will close at this office on MONDAY, the 20th day of December, at 1 o'clock P. M.

ISAAC V. FOWLER, Postmaster.

RAILROAD IRON.

THE subscribers are prepared to contract for RAILS delivered at an English port or at a port in the United States. Also for all descriptions of

RAILROAD EQUIPMENTS

upon favorable terms.

JOHN W. HULL & CO.,

No. 41 Exchange Place, NEW YORK.

WATER WORKS.

THE undersigned, many years Engineer of the Water Power Works at Fairmount, as well as of the several Steam Works supplying the City of Philadelphia with water, may be consulted upon the location, complete design, construction, and management of water-works of all kinds for the supply of cities, towns, etc., etc. Address

FREDERIC GRAFF,
Consulting Engineer, 1337 Arch street,
PHILADELPHIA.

NOTICE TO
Presidents, Directors and Gen. Superintendents
OF RAILROADS.

I WISH TO INTRODUCE MY NEW PATENT
CAR BRAKE

which I claim to be the cheapest, strongest and most efficient of any now in use. AND WILL AT MY OWN COST PUT THE BRAKE ON ANY CAR OF A COMPANY WHO WOULD DESIRE TO TEST ITS MERITS. All those interested are invited to call at 61 Chambers st., where the model and specifications are to be seen.
J. D'HOMERGUE.

MORSE & CO.,

BANKERS and DEALERS in Stocks, Bonds, Exchange and Commercial Paper, on commission. No. 49 Wall street, and 41 William street, NEW YORK.
Orders for the purchase and sale of Stocks and Bonds, at the Brokers' Board, by letter or otherwise, promptly executed.
Cash advanced on sound saleable securities.

REFER TO

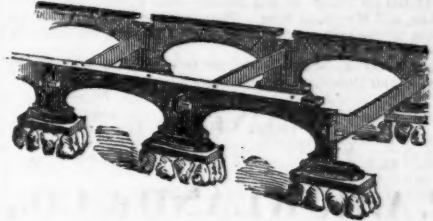
G. VAN BAUR & CO., N. Y. CONTINENTAL B'K. N. Y.

To Railroad Companies,
MACHINISTS & OTHERS.
BEST quality COP WASTE, constantly on hand and for sale by

M. K. JESUP & CO.,
No. 44 Exchange Place,
NEW YORK.

Railroad Iron.

500 TONS 56 lbs. and 1,500 tons 60 lbs. best Welsh make, Erie pattern, now in port, for sale.
T. A. HOWLAND & CO.,
54 William st., New York.

BEERS'
ELASTIC IRON RAILWAY,
EMBEDDED TO THE COPING RAIL.

Saving Life and Property from Accident.

HERE is an indestructible railroad resting upon foundations below the frost and entirely independent of its effects, with a solid iron coping rail maintained in perfect line by the continuous support of the foundation rail, and between which last, and the coping rail is interposed a packing of vulcanized gutta percha; saving one-half on motive power, and the entire breakage of wheels and axles, which is only a simple result of the jumping and pounding motion communicated to the train, by the undulations in the T rail, which are always increasing, under the pressure of such train; also more than three-fourths of the current cost of relays, and repairs; while the rolling stock will last twice as long, with a large reduction on first cost; making a total yearly saving in current expense of from \$1,500 to \$2,000 per mile, which is equivalent to an additional value of some \$25,000 on every mile of road as compared with semi-wooden structures of nearly equal cost.

Cost from \$8,000 to \$10,000 per mile, out of which will be saved on cost of equipment and grading from \$2,000 to \$3,000.

Also,—

BEERS'
CAST-IRON ENDLESS RAIL,
FOR CITY RAILROAD.

This track is laid without tie, string piece, bolt, or spike; the joints are rendered perfect by an upright iron wedge splice, will wear twenty years without repairs, and then be worth half the first cost as OLD IRON.

Expense per mile, when laid, from \$5,000 to \$6,000.

To examine a section of either track, or for descriptive drawings with circular, address the undersigned at BOSTON, N. Y.

S. A. BEERS, Civil Engineer,
3m35 Inventor and Patentee for U. S. and Europe.

MORRIS & JONES & CO.,
IRON MERCHANTS.

MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills Furnaces and Forges in this State, orders for any description of iron can be executed.

August 10, 1854

1y33

CAUTION.

As there are numerous imitations of our FRANGIPANNI, purchasers are requested to see that the names of PIESSE & LUBIN are impressed upon the Bottles.



Sold by all Fashionable PERFUMERS and DRUGGISTS in the World.
WHOLESALE AGENT FOR THE UNITED STATES:
Mr. JONAS PHILLIPS, 87 Pearl st., New York

LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

BY the completion of the Delaware, Lackawanna and Western Railroad, this Company are enabled to obtain the Magnetic Ore from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, for Axes, Spikes, and Merchant Iron. They have on hand patterns for T rails, of the following weights per lineal yard, viz:—25, 30, 35, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails and Merchant Iron may be seen at the office of the Company, 46 Exchange Place, New York.

Address J. H. SCRANTON, President,
SCRANTON, Pa.,
or THEO. STURGES, Treasurer,
46 Exchange Place,
New York

40 f

T. A. HOWLAND & CO., BROKERS IN RAILROAD IRON AND EQUIPMENTS,

54 WILLIAM ST., NEW YORK,

ARE prepared to furnish either Foreign or American Rails, and Equipments of every kind desired, on the most favorable terms.

THE ROUGH AND READY ROLLING MILLS OF DANVILLE, PA.,

ARE prepared to fill orders for RAILS of the best quality at the market price.

T. A. HOWLAND & CO., Agents,
54 William st., NEW YORK.

RAILROAD IRON. THE RENSSLAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & DODGE,
32 CHURCH ST.

IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ½ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, &c., &c.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1821.
Warehouse—209 South Third st.,
PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER JR.,
THOS. T. TASKER, JR. STEPHEN P. M. TASKER.

THE ROUND OAK IRON WORKS, STAFFORDSHIRE, ENGLAND.

Lord WARD, Proprietor.
MANUFACTURE RAILS, BOILER PLATES,
M SHEETS, HOOPS and BARS, of every variety of pattern.

NORRIS & BROTHER,
Agents for the United States,
12 SOUTH CHARLES STREET,
BALTIMORE.

6m35

Patents for Inventions.

T. D. STETSON, Agent for procuring patents, No. 5 Tryon T. Row, (near City Hall). A circular with full information sent free by mail.
American correspondent *Prac. Mechanics' Jour.* from 1851

THE RAILROAD IRON MILL COMPANY, CLEVELAND, OHIO, MANUFACTURERS EXCLUSIVELY OF RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,
President of the Incorporation.
February, 1855.

RAILROAD IRON. The Crescent Manufacturing Company, WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms.

Address
N. WILKINSON, Sec'y,
WHEELING, VA.

51f

RAILROAD IRON.
CONTRACTS FOR RAILS,
AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,
WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall st., near Broadway, New York.
500 tons T rails on hand 54 to 57 lbs. per lineal yard.

RAILROAD IRON.
The undersigned, Agents for leading Manufacturers in STAFFORDSHIRE AND WALES, ARE PREPARED TO CONTRACT FOR DELIVERY On board ship at Liverpool, or Welsh port.
G. CONGREVE & SON,
13 CHURCH ST., N. Y.

RAILROAD IRON.
The Undersigned, Agents for the Manufacturers, ARE PREPARED TO CONTRACT TO DELIVER Free on Board at Shipping Ports in England, or At Ports of Discharge in the United States, RAILS OF SUPERIOR QUALITY, And of Weight or Pattern as may be required.
VOSE, LIVINGSTON & CO.,
New York Aug. 1, 1855 9 South William Street.

RAILROAD IRON.
The Subscribers, Agents for the Manufacturers, ARE PREPARED TO CONTRACT FOR THE DELIVERY OF RAILROAD IRON AT ANY PORT in the United States or Canada, or at a shipping port in Wales.
WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

**RAILROAD IRON AND
COMMON BARS.**
THE UNDERSIGNED,
Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Dowlais Iron Works,
Near Cardiff, South Wales,
ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

**RAILROAD IRON
AT ELMIRA, N. Y.**
THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
Brokers, 69 Wall st.
New York, August 10th. 6m33

RAILROAD IRON. WOOD, MORRELL & CO., Having leased the extensive Works of the Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,
And purchased all their real estate,
ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.
Philadelphia Office, } North Penna. R. R. Building,
No. 407 Walnut st.

STEEL, FILES, &c. R. GROVES & SONS, SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted Cast Steel, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, Cast Steel Files of high reputation, especially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.
A stock of the above goods constantly on hand.

CORPORATE MARK 
CHAS. CONGREVE & SON, Agents,
13 CHURCH STREET, N. Y.

RAILROAD IRON.
WELSH or Staffordshire make, delivered on board at an English port or at a port in the United States.
NORRIS & BROTHER,
BALTIMORE.
6m35

REMOVAL.
W. D. STARLING, Metal Broker and Rail Inspector, from Lawrence Pountney Lane, to the Vestry House, Lawrence, Pountney Hill, London, 1857.

TUBULAR RAIL.
Railroad Managers will be interested by an examination of the "TUBULAR RAIL," patented in Europe and America by STEPHENS & JACKSON, Covington, Ky. These rails have decided advantages over any rail hitherto made, among them the following:—
The "Tubular Rail" of 50 lbs. per yard has greater strength and elasticity, with the same outside surface as solid rails of 60 lbs. per yard.

Its density is greater,
Its welding nearer perfect, and
Its durability superior.
Unlike other new forms of rail, it can be put down on the same chairs, and with the same fastenings, used with common T rails.
The arrangements to manufacture are such that these rails can be furnished at any American or Foreign make.
Reference is made to the officers of all the railroads in the vicinity of Cincinnati.
Additional particulars and circulars may be had by addressing
E. W. STEPHENS,
Cincinnati, Ohio.

AMERICAN COAL CO. GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.

The Company will procure vessels at the lowest rates, when desired, without charge.
Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining U. S. Gunard Wharf.
Office, 50 Exchange Place. W. TITUS, Sec'y.

Railroad Iron.
2,000 TONS of Erie Pattern, Crawhays make, on sale. Apply to
JAMES TINKER,
64 Exchange Place.

VENTILATION.
THE undersigned has devised and patented the only system of ventilation for Buildings, Vessels, RAILROAD CARS, &c., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUFFAN,
Coburg, Canada.

F.W. Rhinelander, James A. Boorman, Edwin A. Post.
RHINELANDER, BOORMAN & CO.,
 RAILWAY AGENTS

AND
COMMISSION MERCHANTS,
 SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
 CONSTRUCTION AND OPERATING OF RAILWAYS.
 BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO
 John A. Stevens, Esq., President Bank of Commerce.
 Sam'l Sloan, Esq., President Hudson River Railroad Co.
 James Boorman, Esq., Messrs. Stillman, Allen & Co.
 Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

RAILROAD SUPPLIES.
WILLIAMS & PAGE,
 No. 44 Water, between Congress and Kilby Streets,
Boston, Mass.

Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,

(on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES', BOWLING, AND NASHUA TIRES,
IRON AND STEEL,
 Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Tim-
ber, and ALL MATERIALS USED IN Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, **PHILIP S. PAGE,**
 Late Sup't Boston & Me. R. R. Late Page, Alden & Co.

REFERENCES.

JAMES HAYWARD, President **PHILIPS, DODGE & Co., N.Y.**
 Boston and Maine R. R. **COOPER, HEWITT & Co., do.**
 Capt. Wm. H. SWIFT, Boston. **REEVES, BUCK & Co., Phila.**
 E. S. CHESBROUGH, Chicago.
 Phila., W. & B. R. R.

A. S. & A. G. WHITON
 72 PINE ST., NEW YORK,
 DEALERS IN

RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.
 MANUFACTURERS' AGENTS

FOR Seller's Iron Turn Tables, Dimpfle's Patent Blower,
 Gardner's Volute Car Springs and
RAILWAY SUPPLIES GENERALLY.

ALSO
NEGOTIATORS OF SECURITIES.

OLD STAND.
RAILROAD AND CAR FINDINGS.
A. BRIDGES & CO.,
 SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business,
 and deal in Locomotive and Hand Lanterns, Enamelled
 Road Lamps, Brass and Silver Trimmings, Cotton Duck for Car
 Covers, Portable Forges and Jack Screws, Bolts, Nuts and
 Washers, Ship and Bridge Bolts, and Iron Forgings of almost
 every description, etc., etc., at the OLD STAND,
 64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside
 from our regular business, respectfully solicited.

ALBERT BRIDGES, { Of the late firm of
JOEL C. LANE. { Bridges & Bro.

SAWYER, TINKER & CO.,
 MANUFACTURERS OF
COTTON DUCK,
 For Car Roofing, of all widths, up to 140 in.
 PATENT COTTON BELTING, cost about one-third of Leather.
 36 BECKMAN ST., NEW YORK.

S. B. BOWLES,
 MANUFACTURER AND DEALER IN
RAILROAD
SUPPLIES,
 No. 12 GOLD STREET,
 (Between PLATT and MAIDEN LANE.)
NEW YORK.

GEO. M. FREEMAN,
 SUCCESSOR TO
PRATT & FREEMAN,
 PHILADELPHIA
 RAILWAY SUPPLY AGENCY,
 No. 123 WALNUT STREET,
PHILADELPHIA.

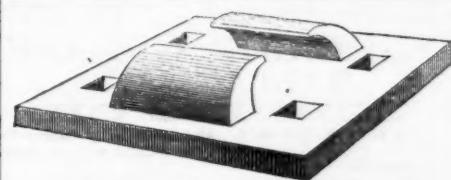
Railroad Materials, Locomotive and Car Findings,
 MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.

COTTON WASTE.
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
 Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
 ENGINE, STATION, AND SIGNAL BELLS,
Superior Car Upholstery, etc.

AGENCY OF THE KEROSENE OIL COMPANY.
 Orders solicited, promptly filled, and forwarded with
 despatch and care at the manufacturers' lowest prices.

H. H. GOODMAN & CO.,
 No. 7 WALL ST., NEW YORK,
 Dealers in Railway, City, County, and State
BONDS,
RAILS, LOCOMOTIVES, &c.

We have on hand and for sale, of County Bonds—
 Hardin County (Ky), 5 per cts. Davidson City (Tenn), 5 p.cts.
 Carter, Bath, and Montgomery (Ky), 5 per cts. Iowa County (Wis.), 5 per cts.
 Mineral Point do. do.
 Also a variety of CITY, COUNTY, and RAILWAY
 SECURITIES in smaller lots.
 April 30th, 1886.



JACOB ROWE,
 GENERAL COMMISSION MERCHANT,
 Nos. 6 & 8 Broadway, and 8 Beaver St.
ORDERS received for all sizes: MERCHANT, BAR and
 RAILROAD IRON, AMERICAN and SCOTCH
 PIG IRON, SUPERIOR WROUGHT IRON RAILROAD
 CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.
OFFICE, 8 BROADWAY.
 Corner Beaver st., opposite the Bowling Green, NEW YORK.

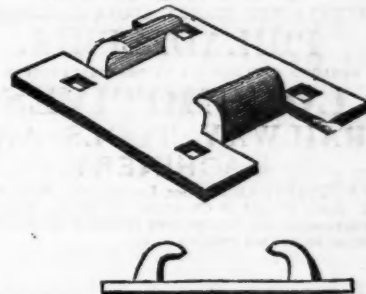
REFERS TO
 Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.
 Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.
 Messrs. Marshall Lefferts & Bro. James L. Jackson, Esq.

CINCINNATI STOCK EXCHANGE.
KIRK & CHEEVER,
 Stock Brokers and Railroad Agents,
 NO. 83 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroad Stocks, Bonds, &c., bought and sold on commission.
 Regular sales at public auction at the Merchants' Exchange.

MORRIS K. JESUP, JOHN KENNEDY, GILBEAD A. SMITH.
M. K. JESUP & CO.,
 RAILWAY AGENTS AND BANKERS,
 44 EXCHANGE PLACE, &
NEW YORK,
 AGENTS FOR THE SALE OF
FOREIGN AND AMERICAN RAILROAD IRON
 AND ALL MATERIALS NECESSARY FOR THE
 Construction, Equipment & Operating of Railways.
RAILWAY AND OTHER SECURITIES
BOUGHT AND SOLD
 Either privately or at the Board of Brokers.

NEW YORK
RAILROAD CHAIR WORKS.
J. B. GREEN & CO., Proprietors.
 SUCCESSORS TO THE
 New York Wrought Iron Railroad Chair Company.
 Office, No. 51 Exchange Place, New York.



HAVING recently purchased, at Receiver's Sale, all the
 Patent Rights owned by the late New York Wrought
 Iron Railroad Chair Company, and also the entire machinery
 for manufacturing their improved Wrought Iron Railroad
 Chair, we are now fully prepared to receive and fill all orders
 from responsible parties, to any extent, with promptness and
 dispatch.

The thickness of the lips of our Chair increases through the
 bend, where the greatest strength is required, and diminishes
 towards the edge; so that a less weight of metal may be used,
 and a strength acquired equal, if not superior, to that of a
 heavier Chair of uniform thickness.

We invite the attention of parties wishing the best Wrought
 Iron Chair now in market, to our works for a supply; believ-
 ing they combine qualities superior to any others now manu-
 factured.

The Chairs weigh from seven and a-half to fifteen pounds,
 according to the thickness of the Iron and size of the Chair.
 To enable us to give you a perfect fit, it will be necessary al-
 ways to send a section of the Rail. We cannot undertake to
 make Chairs without a proper pattern, as it is impossible to
 make a perfect fitting Chair from a drawing.

Our manufacture of Chairs are used on a large number of
 Roads, of which the following list comprises some of them, viz.

Galena and Chicago Union Railroad Company,
 North Carolina Railroad Company,
 New Jersey Central Railroad Company,
 Panama Railroad Company,
 Buffalo and State Line Railroad Company,
 New York and New Haven Railroad Company.

Messrs. M. K. JESUP & CO., 44 Exchange
 Place, New York, are the only parties authorized to act
 as our Agents.

THE ROGERS
Locomotive & Machine
WORKS,

SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
HAVING extensive facilities, are now prepared to furnish
 promptly, of the best and most improved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
 AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. S. ROGERS, Pres't, { Paterson, N. J.
 WM. S. HUDSON, Supt. {
 M. K. JESUP, Vice Pres't.
 L. P. STARR, Sec'y and Treas'r,
 44 Exchange Place, New York

THE SCHENECTADY LOCOMOTIVE WORKS, SCHENECTADY, N. Y.,

HAVING large facilities, are prepared to receive and execute orders for

LOCOMOTIVE ENGINES AND TENDERS,
either for burning WOOD or COAL, with promptness and dispatch.

BRASS and IRON CASTINGS; LOCOMOTIVE TYRES welded and blocked to exact sizes, and every thing connected with the building or repairing of Locomotives furnished on short notice.

These Works being located on the New York Central Railroad, near the centre of the State, possess superior facilities for forwarding their work to any part of the country, without delay.

JOHN ELLIS, Agent.

WALTER McQUEEN, Superintendent.

RICHARD NORRIS, HENRY LATIMER NORRIS, RICHARD NORRIS & SON, LOCOMOTIVE STEAM ENGINE BUILDERS, SEVENTEENTH STREET, ABOVE CALLOWHILL, PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF

LOCOMOTIVES, RAILWAY TOOLS AND MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to, and not excelled by any.

Locomotive Engines. DANFORTH, COOK & CO., PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention. 1749

UNION WORKS, BALTIMORE. POOLE & HUNT, Iron Founders and General Machinists, ARE prepared to fill at short notice and of best materials and workmanship, orders for Steam Engines of any Size.

PLATE CAR WHEELS and CHILLED TIRES, equal to any produced in the country.

WHEELS AND AXLES fitted for use.
HYDRAULIC PRESSES for expressing Oils and for other purposes.

MACHINERY of the most approved construction for Flouring and Saw Mills.

GASHOLDERS of any size, and Machinery and Castings of all kinds for Gas Works.

STEAM BOILERS and WATER TANKS of any size or description. SHAFTING, PULLIES and HANGERS.

WEST POINT FOUNDRY. R. P. PARROT, Lessee. Manufacturer of Marine and Stationary ENGINES, Sugar Mills, Saw Mills, Iron Bridges, Cannon, WATER PIPES, BOILERS, IRON BUILDINGS, CASTINGS & FORGINGS OF ALL KINDS WM. KEMBLE, Agents, CHAS. J. NOURSE, } 29 West Street.

MACHINERY OIL. REFINED NEAT'S FOOT OIL WARRANTED NOT TO GUM AND equal in every respect to the best SPERM OIL for all kinds of machinery use.

PETER COOPER,
17 Baring Slip,
New York.

IMPROVED PATENT METALLIC OIL,

MANUFACTURED UNDER THE PATENT OF

J. & W. W. CUMBERLAND,
And under the personal Superintendence of the Inventor.

THE NEW YORK CUMBERLAND METALLIC OIL WORKS, FOOT OF 24th STREET, EAST RIVER. OFFICE, 205 BROADWAY, NEW YORK.

WE respectfully call the attention of those interested in the running of

RAILROADS, STEAMSHIPS, Machine Shops, Factories,

and Machinery of all kinds, to the valuable qualities of our OIL.

1. It is entirely free from Gum, cools heated journals quicker than water, and keeps them cool by its superior anti-friction properties.

2. By its use less motive power is required than in using any other oil yet known. It will move machinery with very perceptibly less motive power than Sperm Oil.

3. The same quantity will last at least 33% per cent. longer than Sperm, or any other Oil, and the quality is always strictly uniform in its season. We make Summer and Winter Oil.

4. Having largely increased the capacity of our works, we have been enabled to reduce the prices below those of last year; and it is our intention to keep it at all times below the price of Sperm.

The prejudice existing against Oils has very properly grown up, and we are fully aware of the deceptions which have been and still are practised by unscrupulous persons; but we are prepared to substantiate all the foregoing statements relative to the superiority of our Oils, at

OUR OFFICE, 205 BROADWAY,
by large numbers of certificates of the best managed lines of Railroads, Steamships, Machine Shops, & Factories in this country, testifying to its value as being greatly superior to any other. Most of the certificates being of prominent Companies, it is probable that more or less of them will be known to all. We have also the MEDALS and DIPLOMAS awarded to us by the AMERICAN INSTITUTE.

We will at all times be ready to refund the money if the facts above stated are not satisfactorily substantiated on trial of the Oil; and we only solicit from those who have never used it very small trial orders. We also make

SUPERIOR GREASE, TALLOW, AND BURNING OIL.

The BURNING OIL will burn in any lamp that will burn Sperm, lasting longer, and burning without smell or smoke.

We manufacture an

OIL EXPRESSLY FOR SEWING MACHINES, GREATLY SUPERIOR TO ANY OTHER, AND WITH LESS SMELL.

Several have attempted to imitate our Oil, calling it "METALLIC OIL," as well as giving it a similar appearance; and we would CAUTION buyers against them, and advise them to see that our brand—

"NEW YORK CUMBERLAND METALLIC OIL WORKS, FOOT OF EAST 24th ST."

with the names of the inventors and kind of Oil, is upon every package, however small.

Address,—

N. Y. C. METALLIC OIL WORKS,
205 BROADWAY,
NEW YORK.

6m37

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY

J. C. HULL & SONS,
(Formerly W. HULL & SON.)

108, 110, 112, 114, 116 and 118 CHURCH ST.,
NEW YORK.

FOR RAILROADS, STEAMSHIPS, MILLS, MACHINE SHOPS, ETC.

THIS OIL, having been before the public for a long time, and having been extensively used in different parts of the country, and on each occasion meeting with unqualified approval, renders the manufacturers confident when making the following claims:—

1st. Its first cost is vastly less than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will not in any way gum or clog up any journal or bearing, and the gum in the Oil being entirely decomposed.

3rd. It will keep all journals and bearings cool, clean and bright as new, thus not only saving wear and tear, but saving also no inconsiderable amount of motive power.

4th. It is fully as durable as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is sweet and clean, and entirely free from all odor or unpleasant smell.

Also,—

J. C. HULL & SONS' REFINED BURNING OIL.

Buyers are requested to give this OIL a trial, as it is believed that it will be found the

CHEAPEST, CLEANEST AND BEST OIL FOR BURNING,

(all things considered), in the market.

CERTIFICATES from a large number of Railroad and Steamboat officers, also, prominent Manufacturers and Machine Builders, can be seen by application as above.

TAW & BEERS,

DEALERS IN

Sperm, Whale and Elephant Oils,
Adamantine Car and other Candles,

AND MANUFACTURERS OF

TAW'S LUBRICATING GREASE

FOR RAILROAD CARS AND HEAVY MACHINERY.

THIS celebrated GREASE has been in use upwards of Ten years; and is in the opinion of FORTY RAILROAD COMPANIES, whom we regularly supply,

The Cheapest and Best Lubricator in use.

Parties ordering, will please state the kind of box, or description of machinery.

TAW & BEERS,
18 SOUTH WATER ST.,
Philadelphia.

OIL! OIL! PEASE'S

IMPROVED ENGINE AND SIGNAL OIL,

FOR

RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, prove this Oil to be superior for Burning, and TWENTY-FIVE per cent more durable than Sperm Oil, for Lubricating, and the only Oil that is in all cases reliable, that will keep bearings cool, and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The Scientific American and Manufacturer's Journal, after testing this Oil, pronounce it superior to any other for Lubricating.—For sale ONLY by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.
Reliable orders filled for any part of the United States or Europe.